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THE REBUILT PLANT OF THE GLUCOSE SUGAR REFINING COMPANY.

The illustration shows the rebuilt plant at Taylor Street and the Chicago River of the Glucose Sugar Refining Co. of Chicago. A disastrous fire consumed a part of its buildings in October, 1902, and the company has just completed the last of its new buildings to replace those burned, and is now

running with an increased output over that of the ante-fire period.

The factory consumes 30,000 bushels of corn daily. In all, about forty-five different products are manufactured, including glucose, sugar, starch, gluten meal, corn oil, corn oil cake, rubber substitute, syrups, etc. Two of the company's best known products are the well known Karo Syrup and Kingsford Starch.

The plant is run entirely by electricity and is

the largest plant of any kind to be so operated. As an indication of its size, it might be stated that over 36,000,000 gallons of water are used daily in the manufacture of products. The company is the only one in the city owning its own pumping station by which it pumps directly from the four-mile crib. It also has an artesian well on the premises. Over 1,500 men are employed in the various departments.

The Chicago plant is but one of twenty factories, however, located in Illinois and adjoining states,



BUILDINGS OF THE GLUCOSE SUGAR REFINING COMPANY, AT TAYLOR STREET AND CHICAGO RIVER, CHICAGO.

and the requirements for all the factories is about 200,000 bushels of corn daily. All the corn is bought through the grain department of the Chicago office, of which Jos. P. Griffin is manager, who is thus the largest single corn buyer in the world for direct consumption.

Mr. Griffin in announcing that on February 1 he would begin buying corn for the various factories of the Corn Products Company, of which the Chicago plant is one, said: "I have, of course, been sending out bids right along for our other plants at Rockford, Peoria, Pekin, Davenport, and a dozen other places. As far as possible the corn is bought tributary to those points. I guess the people in the cash corn trade here will be pleased with the relief from about 200,000 to 250,000 bushels surplus corn each week. Our big plant here will run day and night and Sundays when it starts. We call the capacity 30,000 bushels of corn a day, but we may be able to use 35,000 bushels daily. We can use the low grade corn. The water in the corn does not interfere with the manufacture as the first move we make is to put it in a tank and soak it under pressure for thirty-six hours. But it is much the same as in feeding corn to stock—it may take more of it to get the same results. When the glucose plant here starts up (February 1), we will have a manufacturing capacity in operation for 150,000 bushels of corn a day. The total capacity of the combined plants controlled by the Corn Products Company is about 200,000 bushels of corn daily."

THE NEBRASKA EXCURSION.

The excursion of the Nebraska Grain Dealers' Association to New Orleans, where they arrived in time to take in the Mardi Gras festivities, was so remarkably successful in every way that one would not be surprised if other associations should follow their lead. Leaving Omaha via the Missouri Pacific, with 176 persons in the train of Pullman, dealers and their wives and daughters, the party arrived in St. Louis on the morning of February 11, where they were guests of the Merchants' Exchange and the World's Fair management. Breakfast was served at the Union Depot restaurant, after which the Exchange and World's Fair grounds were visited, luncheon being served in the Administration Building.

Next day, February 12, the party was in Memphis, where the Merchants' Exchange, the grain elevators, cotton compress, etc., were visited.

February 13 was spent at Hot Springs, where "shop" was wholly laid aside for the time being.

New Orleans was reached over the Gould lines on Sunday, February 14. The travelers were allowed to rest until 3 o'clock in the afternoon, when their entertainment began with a trolley ride to that early Mecca of all New Orleans visitors, Lake Pontchartrain, and a ride around the city, consuming about three hours and full of interest. Monday they saw Rex's arrival in the Carnival City, and on Tuesday, the great day and night parades that make Shrove Tuesday in New Orleans to a Northern man a day of sights never to be forgotten. The following day the elevators, etc., of the city were visited.

The New Orleans entertainment was controlled and directed by the Board of Trade, who, of course, did everything on the broadest scale of proverbial "Southern Hospitality," and the stay in the Crescent City was made most enjoyable.

The return trip was made via Little Rock, Fort Smith and Kansas City, in each of which cities the travelers were entertained.

At Kansas City, where the train arrived somewhat late, the visitors were entertained at breakfast at the Coates House as guests of the Kansas City Board of Trade. After that repast, the men were escorted to the grain exchange and the ladies were put in carriages and carried over the city, escorted by wives of local grain dealers. The luncheon hour found the women in the tea room at Emery, Bird, Thayer & Co.'s and the men again at the Coates. The afternoon was given up to sightseeing.

The entire party was given a dinner in the main

dining hall of the Coates House by the members of the Board of Trade. About 275 covers were laid, of which number eighty were local grain men. At the conclusion of the dinner, J. E. Seaver, president of the Board of Trade, delivered an address of welcome, to which J. W. Holmquist responded on behalf of the Association. Speeches were also made by A. H. Bewsher and F. P. Lint, both of Omaha.

A half hour of semi-professional vaudeville followed the speechmaking. Then came some dancing and the passage of resolutions of thanks by the Association to the many individuals and organizations that had made the trip so successful, and at midnight the party left for Omaha over the Missouri Pacific, seven chartered trolley cars conveying them from the hotel to the depot.

HENRY A. RUMSEY.

I. P. Rumsey—"may his tribe increase"—has always been associated in business with or surrounded by able men, whom the trade remember kindly or continue to meet with pleasure and profit. And now he is able at last to say to his friends, "Shake



HENRY A. RUMSEY, CHICAGO.

hands with my son, Henry A. Rumsey," who has become a part of the firm of Rumsey & Company.

The younger Rumsey is a graduate of Williams College; and since finishing his education has spent a number of years in the lumber business. With the true collegian's love of thoroughness, he took his elementary course in lumber at the saw mills in northern Wisconsin. Then he was promoted to be treasurer of a subsidiary company, organized by members of the main company which he represented, and as treasurer managed the Chicago and Eastern sales departments of both companies.

Now he enters the firm of Rumsey & Company with the purpose of relieving his father of many of its details which he has carried for so many years. Though the business is in a way a new one, yet as the "son of his father" he cannot fail to have absorbed so much of its spirit and genius that, with the fine organization of the office behind him, he will not be long in finding his place or in being heard in the trade.

The grain market during the past week has been a "peach." Trading in all the markets has been the heaviest since the Leiter deal. We don't know but what the trade on Tuesday and Thursday was even larger in Chicago than it was at any time in 1898. Much money has been made (and of course some lost), but the majority of small speculators have been on the long side and made big profits.—King & Co., February 27.

CARE OF FIRE APPLIANCES.

[From a paper by Gorham Dana, read before the International Fire Prevention Congress at the last annual meeting, in London.]

[The efficiency of the multifarious fire appliances obtaining at this time depends upon the care given them against the one supreme moment when they must be put into action. Insurance practice in Europe and America has developed a code of rules governing the construction and installation of almost every fire-protection device of importance on the market; it cannot always be said that the owner, for whose benefit these devices and rules are brought into being, has done equally well his duty in the premises in all circumstances. Apparatus will and does get out of order, and fails when it most is needed in perfect operating condition. Owners are neglectful, especially they who have never been hurt by fire.]

This state of affairs has created various systems of systematic care-taking based on expert inspections, (1) by the company installing particular devices, the especial value of which consists in the fact that the contractors would naturally take a pride and be interested in seeing that the device in question does its work properly when called upon; (2) inspections by underwriters' bureaus, whose employees are familiar to all terminal elevator managers, at least, and to policy-holders in the mutual insurance companies; and (3) inspection by the insured themselves, the best managed mill plants employing competent men to make a complete inspection of the premises at least once a week and make written reports of their condition. Mr. Dana then continues:]

"Each of the systems has its defects. How, then, are we to get satisfactory results? There seems to be but one answer to the question. The same defects do not exist in all the systems; therefore, a combination of the three ought to eliminate the defects. A thorough systematic inspection by the assured, conscientiously carried out, occasional inspections by trained surveyors from the insurance companies, and, in case of complicated devices that require expert care, regular inspection by the company that installs them: these three combined should give the desired result.

"In conclusion, it may be of interest to give a short description of a plant where this combined system is found in a high state of development.

"The Grand Trunk Railway terminal property at Portland, Maine is an excellent example. This property has an insurable value at some times of the year of over \$5,000,000, and fire protection costing nearly \$80,000 has recently been installed to protect it.

"There are two large grain elevators, one of a capacity of 1,500,000 bushels and the other of 1,000,000 bushels. Each elevator has its own power plant. There are eight large dock sheds divided into three groups, each group having a floor area of approximately 10,000 square feet. An elaborate system of covered grain conveyors extend from the elevators to the docks. In addition there is a passenger station, freight station, and administration building.

"The grain elevators are completely equipped with automatic sprinklers, supplied by two pressure tanks in the top floor of each, and by two 1,000-gallon automatic steam pumps in a fireproof pump-house in the yard. There is also a 500-gallon steam pump at each engine room, which can be used as a sprinkler supply. The sprinklers are piped with extra large pipe sizes, and are on the dry system. The equipment is divided so that there is only approximately 200 heads on a dry valve. This requires eight dry valves in one and seven in the other elevator. Each dry valve is connected to a rotary alarm bell, and also to an electric bell and annunciator in the engine room.

"There is a yard system of nine hydrants, supplied by city water under 60 pounds' pressure. These are fed by a 10-inch loop connected to an 8-inch and a 12-inch street main, and are primarily for steamer supply. The city pressure would not reach to the top of the elevators, which are 175 and 160 feet high respectively. There is a second hydrant sys-

tem supplied by the pumps, and this is under 100 pounds' pressure at all times. These hydrants are fitted with standard hose houses containing 250 feet of hose and other equipment.

"All journal bearings of any importance are equipped with solder release journal bearing thermostats. These are connected to electric bell and annunciator in their engine house, and in case any bearing reaches a temperature of over 165 degrees an alarm is given at this point. There is also a system of manual alarms located throughout the docks and elevators, connected to gongs and annunciators in each engine house.

"The grain conveyors are equipped with sprinklers where they adjoin the elevators, and for a distance of about 200 feet beyond. The docks contain a system of monitor nozzles, 36 in all, located about 120 feet apart. They have an outlet of 1½ inches. are set up about 5 feet above the floor, and are supplied by the pumps under 100 pounds' pressure.

"In the grain conveyors there are two fire stops, one consisting of a fireproof section, 90 feet long, with a tin-covered partition at each end. There is also a wire cable hung at a conspicuous place on one elevator to be used in wrecking the conveyors in case of fire. This is done by passing it around two of the supporting posts and attaching it to a locomotive.

"The electric circuits of the alarm system, the journal bearing thermostat system, and the manual alarm system all have testing devices whereby every foot of wire can be tested daily and a record kept of same.

"There is a private fire department of twelve men who drill weekly. The chief of this department is hired for the express purpose of caring for the complicated fire appliances, and this is his whole duty. He makes a daily inspection of all appliances and a report on same which covers three large pages. These reports, together with the watchmen's dials (the dials giving a record of four sets of electric tests), and the automatic steam pressure gage dials are all examined daily and kept on file by the agent.

"The plant is also inspected at least four times a year by an insurance inspector, who as a rule spends one and a half to two days in making his inspection. He also looks over the records above referred to and checks them up.

"As a result of this admirable system, the fire appliances are kept in as perfect condition as could be desired. Several fires have already been extinguished with but little loss—one a dock fire among cotton bales that would undoubtedly have destroyed a third of the dock property at least were it not for the protection devices and the excellent organization to handle them.

"May we not hope that equipments of this kind may be the rule instead of the exception at some time? It is certainly the goal toward which we should all strive."

IMPORTANT MEETING AT MEXICO, MO.

An important meeting of the Grain Dealers' Union of Southwestern Iowa and Northwestern Missouri will be held at the Montezuma Club Rooms, Mexico, Mo., on March 29. The program includes papers on "Corn Breeding," by Prof. F. B. Mumford, acting Dean of the Experiment Station, Columbus, Mo.; "Weights in the Country and at the Terminal Market," by Pres. Cortelyou of Kansas; "Evils of the Sack Business," by J. H. Woolbridge, Booneville, Mo.; and many others on practical topics of organization, relations to commission merchants, etc., all of much personal interest to Missouri grain dealers, for whose especial benefit this meeting has been arranged. The meeting will conclude with a banquet. J. W. Hill of Des Moines will be toastmaster and a number of interesting toasts have been arranged for.

Secretary Geo. A. Stibbens announces that all railroads in the state of Missouri and that portion of southwestern Iowa covered by this organization have granted a rate of one and a third fare for the round trip, on the certificate plan. In case

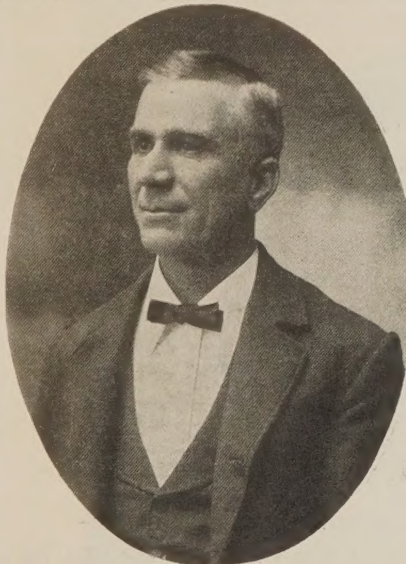
it is necessary to purchase more than one ticket en route it will be necessary to secure a certificate from the agent for each ticket purchased. Dealers on their arrival at Mexico should at once turn their certificates over to the secretary to be certified to, in order to get the benefit of the reduced rate returning home. Bear in mind that in purchasing a ticket you will pay full fare going, but will have the advantage of the reduced rate on your return ticket.

Mexico has good hotel facilities as follows, all steam heated and centrally located: Windsor Hotel, \$2.00 per day; Ringo Hotel, \$2.00 and \$2.50 per day; Planters' Hotel, \$1.50 per day. The Windsor Hotel will be headquarters.

No Missouri dealer can afford to miss this meeting, as it will be held for the express purpose of thoroughly organizing the state of Missouri and the benefits of organization will be fully explained.

THOS. A. DOAN.

Thos. A. Doan, junior member of the firm of Beaty & Doan, of Ossian, Ind., is a native of Staffordshire, England, where he was born in 1845 and where he learned the miller's trade. He worked at this trade at Decatur, Ind., on coming to America in his twenty-fifth year. Shortly afterward he



THOS. A. DOAN, OSSIAN, IND.

removed to Ossian, where he eventually went into business with W. R. Beaty.

They operated a saw and planing mill for a number of years, and in 1893 they began handling grain. They have since operated with fairly good success. They stand for the best interests of the regular grain trade; and his neighbors and competitors have so much confidence in the methods of the firm that at the late annual meeting of the Eastern Branch of the Indiana Grain Dealers' Association Mr. Doan was made its president for 1904.

ERIE CANAL COMMISSION.

Gov. Odell of New York has appointed five noted Eastern engineers to constitute an advisory committee, under whose supervision the work of enlarging the Erie Canal, to accommodate barges of 1,000 tons' capacity, will be carried on. State Engineer Bond will himself be the chairman of this commission and will resign his office to accept the position. The other members of the commission are Col. Thomas W. Symons, United States engineer-in-chief of public buildings at Washington; Alfred Brooks Fry, in charge of United States buildings at the port of New York; Dr. Elmer L. Corthell, a noted engineer engaged in construction work; and Wm. A. Brackenridge, engineer in charge of the Niagara Falls Power Company. The salary of these men has been fixed at \$7,500 per annum each, and they will undertake their duties at once.

The barge canal act which was passed at last year's session of the New York legislature and

ratified by the people at the polls in November last, gives to the members of the commission a general advisory function with reference to the work. They are to follow its progress and report to the Governor, to the State Engineer, and to the State Canal Board any changes or modifications in the plans which they may desire to recommend, but they will have no authority to compel such modification. It is the Governor's desire that the personnel of the commission shall not be changed during the progress of the work, which is expected to occupy from seven to ten years. It is a little unfortunate, says the *Marine Review*, that this commission, which is really an excellent one throughout, has not charge of the actual construction of the canal. However, they will undoubtedly operate as a force tending to integrity and conservatism.

CHANGES IN THE NORTHWEST.

One of the most interesting subjects to those engaged in the grain business, and also to many more not so directly concerned, is the consideration of the changes that have taken place in supply and demand, the channels of trade and the conditions of handling the business within the last ten or twelve years. In some important respects the business has been revolutionized and fortunes have been lost and made, according as to whether or not the individual was in line with the developments.

In regard to this matter, Mr. A. D. Thompson, of A. D. Thompson & Co., Duluth, said to the *Commercial West* that fifteen years ago a few—very few—people saw what was coming, and ten years ago some of them changed their methods of operation to conform in advance with what was certain to be the changes in the trade. Mr. Thompson was speaking particularly of wheat, and more particularly of the spring wheat, territory. He said:

"The spring wheat belt practically reached its maximum production about ten years ago. We may be growing a little more wheat than then, but not much. Some new lands have been opened, but on the other hand old wheat lands have been abandoned. There are more wheat growers than ten years ago, but very little more area. The wheat grower of the early nineties perhaps has sold part of his land, or has divided it among his children, but he has not been able to increase its area. The result is more bins on the farm, but no more wheat. But the population, both locally and in the country at large, has greatly increased, and so has its call upon the spring wheat of the Northwest.

"It was evident twelve or fifteen years ago that the growth of the milling business, with the growth of the country, would be so large that it would absorb a larger proportion of the crop and that the terminal storage elevators, aside from those connected with the mills, would have less and less to do; the greater the number of mills, the greater in proportion the quantity of wheat taken out of regular storage. Those who realized this point and invested in flour mills are making interest on their money, while elevator men are not doing as well. Here in Duluth only about one-third of the elevator capacity is occupied this year, and of that amount one-half is flax. How is an elevator going to make money when there is only one-third enough grain to fill it, especially when you remember that the rates go down with the lack of demand? Then, there is no hope of relief from Canada. Even if we should get reciprocity on natural products (which I very much doubt), it is not likely that Canadian wheat would come through Duluth or Minneapolis except for grinding purposes. The outlet of the Canadian Northwest will probably be forever Port Arthur and Fort William.

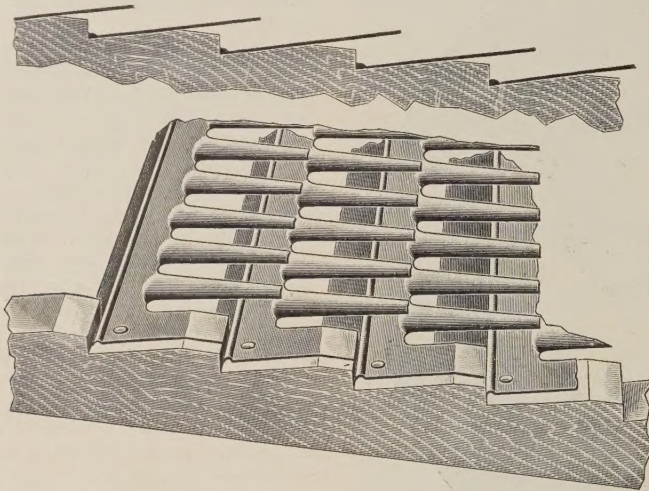
"This increase of demand, comparing it with the supply, leaving on the whole less wheat for export, is also having its influence on the wheat markets. Nearly all the wheat that is grown in the Northwest is wanted for grinding at home or near by. Minneapolis mills even have to import millions of bushels of wheat from the Southwest. The cash wheat is therefore coming to be of greater

importance; the consuming markets are outstripping those which are merely dealing markets. For that reason in part it is that Minneapolis is so rapidly overtaking Chicago as a wheat market; in addition to which is the fact that the "corner" is almost unknown in Minneapolis markets. The country at large is afraid to go into the wheat pit of the Chicago Board of Trade for fear that they will be victims of influences that they cannot estimate and are powerless to resist."

CORNWALL'S PATENT CORN SIEVE.

This sieve has now been in use a number of years and has proved itself to be as good a device for thoroughly cleaning corn as has ever been devised. It has the greatest capacity of any of the "no choke" sieves that have appeared in recent years, especially when its capacity is considered in connection with the quality of work it is capable of performing. In fact, it has practically revolutionized the methods of separating corn from cobs and trash.

It is made of heavy, cold rolled steel and fastened upon suitably constructed frames of hard wood and is consequently very durable. This sieve must be shaken in the line of the travel of the grain, thus causing the trash to travel over a slot of



THE CORNWALL PATENT CORN SIEVE.

increasing width toward an open end. This effectually prevents choking, and as the surface of the sieve is in steps from one set of fingers to another, it separates and loosens the kernels of grain from the masses of trash in a very thorough manner. The sieve is also a good sieve for the rough cleaning of oats at large capacity.

Detailed information with prices will be supplied by the manufacturers, Barnard & Leas Manufacturing Company, Moline, Ill., on application.

"DOLLAR WHEAT."

The recent bulge in wheat reminds us that wheat reached its maximum price of the last forty-three years on May 18, 1867, when the cereal was cornered and the price run up to \$2.86 (\$2.06 gold). It is interesting to notice that from 1860 to 1883 inclusive there were only two years (1862 and 1863) when the (high) gold price of wheat did not exceed a dollar. Since 1883 there have been but seven times (1888, 1889, 1890, 1891, 1897, 1898, and 1904) when the high price exceeded 95c. In the past 43 years the average gold price of wheat has exceeded a dollar in only ten years—1867 (\$1.45), 1868 (\$1.23), 1871 (\$1.09), 1872 (\$1.11), 1873 (\$1.03), 1877 (\$1.21), 1880 (\$1.05), 1881 (\$1.15), 1882 (\$1.18) and 1883 (\$1.02).

These high prices were nearly all the effects of manipulation of the market. At the outbreak of the Franco-Prussian war in 1870, wheat advanced from 73½c to \$1.31½ (currency) and in August, 1871, there was another manipulation and in 1872 another. In 1887 was the Harper corner, which was a failure; and so on.

THE I. & M. CANAL HIT.

The Supreme Court of Illinois on February 17 declared the appropriation of the last Illinois legislature in aid of the Illinois and Michigan Canal unconstitutional and remanded the case (*Burke vs. Snively et al.*) to the Circuit Court of Sangamon County with directions to that court to enter a decree perpetually enjoining the commissioners from using said appropriation. Justices Hand and Wilkin filed dissenting opinions, sustaining the validity of the appropriation.

In passing on the constitutional provision involved, the court said:

"We are of the opinion that the true meaning of the constitutional provision with reference to the canal is that the legislature should have power to operate it to the extent only that the income of the canal would defray the expenses of the operation, maintenance and preservation, and that no moneys shall be appropriated from the treasury of the state in aid of the operation, maintenance or preservation thereof, and that if the earnings of the canal produced a surplus, appropriations of such surplus might be made to aid in the enlargement and extension of the canal, should the legislature deem it wise so to appropriate such surplus."

With that aggravating habit of lawyers of never getting at the end of anything in which there is

proportions for its maintenance which have been used for carrying primaries and paying salaries of sinecurists. The canal will be as navigable without the appropriation as with it." So in order to destroy a rat in the cellar Mr. Burke has torn down and destroyed the house. Mr. Burke as a great man should be duly labeled, otherwise he is liable to be classed—differently.

Of the scandalous management of the canal there can be no question. The canal has had an income from tolls, water power leases, leases of the 90-ft. strip, ice leases, sales of canal lands, etc., of \$25,000 to \$30,000 a year. Besides this sum, it has had available, from the state treasury since late in the 70's, to which no objection has been made, sums running from \$10,000 to \$30,000 a year. What has become of the money? No dredging has been done for more than a decade at least; the dredges have been allowed to fall to ruin, and other repairs could be found only by search warrant. The money has, however, gone—to pet lawyers (\$32,000 in one period of two years) to fight the Chicago Drainage Commission and protect the canal from its raids on its property, in salaries to a treasurer, assistant treasurer, secretary and assistant secretary, keeper of records and maps, unnecessary lock tenders, at least half a dozen, unnecessary collectors (four), two useless assistant superintendents and so on. A local paper in a canal town has truly said: "The financial history of Illinois, disfigured as it is by records of speculation on the part of public officers, affords no cases to compare with the downright waste that has attended the regime of the canal board, especially in the eventful years of 1899 to 1903, and there seems no prospect of reform."

The value of the canal, as the Inter-Ocean truly said, "is not in the amount of traffic it now carries. It is in the fact of its existence as a water-way whose potential, even more than its actual, competition makes it a regulator of railway rates throughout the whole district which is or may be served by it. The threatened loss of that potential competition through the court's decision, that the people have forbidden their legislature to tax them for the maintenance of the canal, is a positive injury to all the people and industries from Chicago to Peoria and beyond."

It is probable the canal will be closed and abandoned. Although its earnings must have increased in 1903 over some of the preceding years, there is little hope for such disinterested and public-spirited work on the part of the commissioners, now there is nothing "in it" for them or the slush fund, to make the most of the canal's resources to keep at least a part of it going; and Chicago having, by the grossest breach of faith and her written contract, refused to maintain the Bridgeport pumps to keep water on top of the sludge with which she has filled the deep cut (!) and of the canal—from Chicago to Joliet—it is hard to see where the money can come from to keep the ditch open for navigation at the Chicago end. It might still be used for a time, at least, from Joliet to Peoria. But evidently there is no intention to keep that end open, for Commissioner Sackett of Morris in his newspaper has said in so many words that the canal must be closed and abandoned.

DECATUR AS A CORN MARKET.

A specialty successfully worked is a good thing for a town as well as the individual. Not a few good towns in the country are built up by special industries: Peoria, Grand Rapids, Pittsburg, Minneapolis, Paterson, and so on. Decatur, Ill., makes a specialty of corn, handling in 1903, it is estimated, about 30,000,000 bushels. Of this amount her four corn mills are estimated to have ground 8,250,000 bushels, the balance being handled by her dealers and brokers. Not that these 21,750,000 bushels all went through Decatur houses or the city itself, but it was bought and sold by Decatur men.

Shipments of grain and flour from Detroit were greatly hindered during February by ice in the Detroit River.

NEEDS MORE ELEVATORS.

Secretary W. J. Langson of the Milwaukee Chamber of Commerce, in explaining to a local reporter why Chicago refuses to accept Milwaukee grain on contracts, although Milwaukee accepts Chicago warehouse receipts, says the principal reason is Milwaukee's lack of elevator facilities.

"We have elevator capacity now for about 5,000,000 bushels of grain," said Mr. Langson, "and of this only about 2,800,000 bushels in the three elevators can be called at all good. We ought to have at least 5,000,000 bushels more of modern fire-proof elevator capacity; and if we had this I think Chicago would gladly make the ruling. It would broaden Chicago's market, and in a measure tend to prevent corners. Yes, if Chicago would adopt the rule, we would probably get more elevator facilities, but Chicago will not adopt the rule until we have the facilities. I think the railroads which enjoy a monopoly of Milwaukee's grain shipping are in duty bound to furnish these facilities, but they have shown no intention of doing so.

"At present Chicago has to depend in a large measure on South Chicago for its grain elevators, and when a vessel has unloaded at Chicago it must make a run of twenty miles out of its way to get its grain cargoes. If it could take them from Milwaukee elevators it would be right on its course to Buffalo, and our shipping facilities certainly are equal to those of any other port on the lakes. It would mean much for Milwaukee as a port. There would have to be no discount for freight. In the present elevators the grain insurance is high, while if they were modern and fire-proof, as South Chicago's are, the insurance would be practically nil."

SENATOR BURTON TO BE TRIED.

Senator Burton, in defending himself against the charge of violating the statute by improper activity as attorney in defending a client before one of the departments at Washington, filed a demurrer in which he contended that he had violated no law, since the government was not interested sufficiently in the issue of a fraud order against the Rialto Grain and Securities Company to make the Senator liable because of his acts on behalf of his client. He also contended that the Postmaster General did not have the authority to forbid the Rialto Company the use of the mails or to issue a fraud order; also that there was no substantial charge of fraud at the time.

All of these questions were dismissed by Judge Adams, with the remark that he was not impressed with them. But in regard to the main question, Judge Adams, in overruling the demurrer, rendered a decree, in part as follows:

"In my opinion the government of the United States is interested in matters of inquiry and investigation pending before the executive departments looking toward the enforcement of its law in a higher measure of legal obligations, as an ordinary agent is bound by a contract between himself and his principal to perform his duties.

"No one would question for a moment that such an agent would be interested, even in a pecuniary sense, in the performance of his duty. On failure to do it legal liability might accrue against him.

"I regret that industrious counsel have not been able to call my attention to any adjudication of any court on the direct question under consideration. So far as I know the particular feature of section 1,782, now under consideration, has never been adjudicated by any court of the United States. In the absence of the aid of any prior adjudication I have now given the statute in question such interpretation as its language, taken in connection with obligations imposed by the Constitution and laws upon the executive department of the United States, seems to me to require.

"It follows that, in my opinion, the United States can be and is interested, as charged in the indictments, in the matter alleged to have been pending before the Postoffice Department. I think the same

conclusion would follow if heed should be given to the ordinary and natural meaning of the word 'interested.' Its primary meaning is, 'To be concerned in a cause or its consequences,' and this meaning is the one which ordinarily should be given to legislative enactments."

NEW INDIANA ELEVATOR.

Lafayette, as one of the gates through Indiana, has long had an important place in the grain trade between the East and West that is done independently of Chicago elevators. The city has, therefore, had a number of excellent elevators in its time, both for transfer and the heavy local business; but none, perhaps, were more complete in every detail than the new elevator of the Crabbs-Reynolds-Bell Grain Co., shown in the illustration herewith, which was completed in December last. It is located on the line of the Chicago, Indianapolis & Louisville R. R. (Monon Route), near the Wabash River. It may be described as follows:

Under the building there is a 13-ft. basement. The foundation is of concrete, and in the retaining

capacity. It is located on a concrete foundation; and being entirely free from the building proper, is unaffected by the settling of the latter, which frequently seriously affects the correct weighing of the scale when it is located in the cupola.

On the working floor, under the studded bins, in the feed room, is located an 18-inch Foos Attrition Mill with separator and crusher. This machine is driven from the line shaft in the basement by means of a Manila rope drive. In the cupola is a rolling-screen corn cleaner, from which the corn is spouted to the bins and re-cleaned on the working floor by the Monitor machine. All the elevator heads and the rolling-screen cleaner are driven from one line shaft in the cupola and are provided with friction clutches. The main drive from line shaft in the basement to line shaft in the cupola is also Manila rope.

The power house is of brick and 28x30 feet in size. In this is located an 85-horsepower Atlas Automatic Engine and 100-horsepower heavy duty Atlas Boiler. There is also a feed water heater and a Fairbanks-Morse Steam Pump. The engine is connected to the line shaft by means of an



CRABBS-REYNOLDS-BELL GRAIN CO.'S NEW ELEVATOR, LAFAYETTE, IND.

walls there are concrete pilasters, on which are placed capstones to carry the posts supporting the building. The center piers also are concrete and covered with capstones 14 inches thick. The line power shaft and a No. 1 Western Sheller are placed in the basement.

The main building is 36x48 feet, and on the opposite side from that shown in the engraving there are four studded bins; two of them being for ear corn, one for cobs and the other subdivided for feed bins. This building contains eight bins, each 12x12x40 feet deep, of cribbed construction, with hoppers bottoms. The cupola is 20 feet wide and two stories high and extends the full length of the house.

The building is provided with three working grain elevators and a cob elevator. Two of the working elevators are provided with 16x7-inch cups and one with 20x7-inch cups. There are three wagon dumps and a car receiving sink, the grain from the car sink being taken care of by the large elevator.

The working floor is on the ground and is 14 feet in height. On this floor is located a No. 8 Combined Monitor Separator. A peculiarity of this elevator, something seldom seen, is the location of the hopper scale in the basement, the hopper extending up through the working floor, with the beam located on the same floor. The scale is of the Fairbanks pattern and has 100,000 pounds'

eight-1½-inch Manila rope drive, running over 48-inch sheaves.

The building is covered with iron drop siding and Carey Roofing, and has storage capacity of 65,000 bushels.

The office is 24x38 feet in size, 12 feet of it being covering a 6-ton 22-foot platform Fairbanks Wagon Scale. The office proper is 24x24 feet in size, divided into public office and private offices, toilet room, etc.

The entire plant was designed and built by Henderson & Friedline of Chicago, and represents an expenditure of \$20,000.

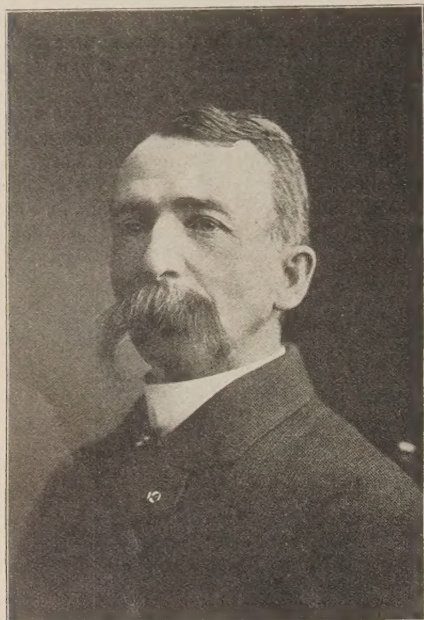
The Crabbs-Reynolds-Bell Grain Co., who have elevators at Ash Grove and Crane also, are extensive dealers in grain. Messrs. Crabbs and Reynolds of the firm are located at Crawfordsville, and have elevators at Crawfordsville, Cherry Grove, Reynolds, Wheelers, Francesville, Medaryville, Waynetown, New Market, Browns Valley and Waveland. Mr. A. E. Reynolds of the firm is the president of the Crabbs-Reynolds-Bell Grain Co.

Bennett Taylor, who recently bought Mr. Bell's interest, is now the secretary-treasurer and general manager of the Crabbs-Reynolds-Bell Grain Co., and has his office at the Lafayette elevator. Mr. Taylor also has elevators at Taylors, Raubs and Kirkpatrick, and is associated with Mr. W. B. Foresman at Shadeland, West Point and Riverside, under the firm name of Taylor & Foresman.

GEO. D. LAING.

Fifty years a resident of Dixon and thirty-one of those years a business man on his own account, is not a common record in a country where "This place has changed hands" is a frequent public announcement by business men. Such, however, is the record of Geo. D. Laing of Dixon, Ill., whose place of business is shown in the accompanying engraving.

Born on September 28, 1853, at Dixon and educated in its common schools, Mr. Laing at sixteen began working in a grocery. Evidently he paid most



GEO. D. LAING, DIXON, ILL.

attention to the flour end of the business, for in December, 1872, we find him opening a retail flour and feed store on his own account, which was the foundation of his present business. He added seeds in 1887, doing a jobbing business to the retailers.

He built the elevator shown in the picture in 1894; and he built it to stay, it being of brick, 48x60 ft. on the ground and 80 ft. high. It has a 12-ft. basement, in which he has placed a 6-hole Sandwich Corn Cleaner and has storage for considerable hay and straw.

On the first floor (12 ft. on the clear) he has a 3-high Wilford Roller Mill and a 24-in. Monarch Attrition Mill for his meal and feed business; also a 500-bu. hopper scale and one 22-ft. Home Wagon Scale.

Above this floor are eight bins 24 ft. deep and six others 16 ft. deep, giving storage for about 20,000 bushels. He cleans his grain with a dustless Clipper machine and loads cars with an 80-ft. conveyor from the elevator to the track in its rear.

Mr. Laing ships considerable ground feed, corn meal, cracked corn and bolted meal in addition to grinding large quantities for the farmers. The picture shows how the farmers come to him on a fairly good day in winter.

Mr. Laing is not yet in the millionaire class, but by keeping at it in the right way, he says he has no reason to complain of his business or what it has done for him in thirty-one years.

THE SEED DISTRIBUTION.

Representative Sheppard of Texas says the Texans don't go much on free seeds. "I sent some to a constituent last year. A time ago I received a letter which said the man had the seeds I had sent him and didn't want any more. 'Instead,' he wrote, 'if you really want to do something for me, I wish you would send me a suit of this new-fangled union underwear.'"

Why not? One gift is fully as legitimate as the other, nor is there any more impropriety in asking for union underwear than for seeds.

Mr. Sheppard said that the distribution was

a farce; and Representative Lind of Minnesota pointed out that of \$270,000 expended by the appropriation, the very large proportion of \$100,000 went to defray the expenses of distribution. It is needless to say these protests against a bad measure fell by the wayside, only three members being found in the entire house who would vote against an appropriation that all decent farmers decry.

CORN BREEDING.

[By Prof. A. T. Wiancko, before the Indiana Grain Dealers' Association, Jan. 6th, 1904.]

Corn breeding, after a fashion, has been carried on ever since the first crop of corn was raised by the Indians of this country; but there was seldom any very definite system about it. One of the Indians' methods of breeding was to select seed from those plants which bore the largest number of ears, thinking thereby to improve the yielding power of the corn. In more recent years almost every farmer has done something towards improving corn, according to his ideas of good corn; and so, more or

tendency to vary, we can, by selecting for seed only the ears which are better than the parent, make a gradual improvement.

Many of the agricultural experiment stations and some of the most enterprising seed corn growers are studying the natural laws which govern plant breeding and applying them to the production of better corn. There is nothing very hard to learn about these natural laws or the best methods of turning them to account. The difficulty with the average farmer is not in understanding these principles, but in grasping the importance of them and the necessity of exactness in methods, where any definite improvement is to be made. The scientist, who has been trained in a laboratory, knows the importance of exactness and can do things which to other minds seem marvelous.

In recent years much good work has been done by careful workers towards establishing varieties, or breeds of corn possessing definite and fixed characteristics. Among these we have varieties possessing a certain form of ear and a certain type and



PREMISES OF GEO. D. LAING, DIXON, ILL.

less of corn improvement has been going on for hundreds of years. But the process has been slow and will be slower still for the coming generations unless they make use of more exact methods and definite objects. In other words, the point has been reached where the further improvement of corn requires the study and application of scientific principles, the use of exact methods and careful attention to the little details of corn characteristics. There are certain natural laws which must be understood and heeded. Like produces like. While this is true upon the average, there is also a tendency in the individual to vary more or less from the parent plant. Every ear of corn, if planted, will produce in the offspring both better and poorer individuals, along with a great majority of ears very much like itself. Making use of this

character of kernel. In some instances the chemical composition of the kernel has been changed so as to contain a larger proportion of protein or starch or fat than the average.

The would-be corn improver need have only a few good ears to begin with. Every farmer can do much to produce a variety of corn particularly suited to his conditions and requirements if he will go about it in the right way. If he has not already got a good variety it may be necessary to conduct a small test of varieties which appear to be adapted to his conditions. The varieties used in this preliminary work should be planted side by side under as nearly the same conditions as possible.

Having selected the variety which it is desired to work upon, all others must be given up and the

variety kept pure. This can best be done by the establishment of a small "breeding plat" which can be isolated so that pollen from other corn fields cannot reach it. On ordinary farms a small plat for this purpose can always be found. A few ears will be sufficient to plant a large enough breeding plat for the average farmer, and they should always be the very best.

All breeding work must be towards a single, definite type. But many characteristics must be kept in view when selections of seed for the continuation of the work are made. The ears should have a certain form, size and color. The shape, size, depth, roughness, hardness, etc., of the kernels must be uniform. Butts and tips should be well covered with uniform grains. The size and character of the stalk, the root and leaf development, and the position and character of the shank must all receive attention. The yielding power is always of prime importance. All barren and weak stalks in the breeding plat must be destroyed before they can ripen pollen. The above characteristics all go to make up a good variety of corn.

In the breeding plat each two ears should be planted in alternate rows and all the stalks from one of the ears must be detasseled to prevent in-breeding, and seed for the next year's plat should be selected from the detasseled rows. It is desirable, too, that a record of the pedigree of each ear be kept.

The above methods and principles should be applied to all kinds of corn breeding work. The time and attention given to the breeding plat will be many times repaid where the product is used for seed to plant the main crop of the farm.

I desire also to call attention to some lines of special purpose corn breeding, such as breeding for protein, starch or fat content of the kernels, and the possibilities which present themselves in these directions. Work along these lines is based upon the fact that the three principal parts of the corn kernel (the germ, the white, starchy and the hard, horny portions) differ in chemical composition and as the relative proportions of these are changed by selection the chemical composition of the corn as a whole may be changed. The Illinois Agricultural Experiment Station has been the leader along these lines. The Indiana station, in coöperation with several leading corn growers, is at present working to improve the protein content of several varieties, thus raising their feeding value.

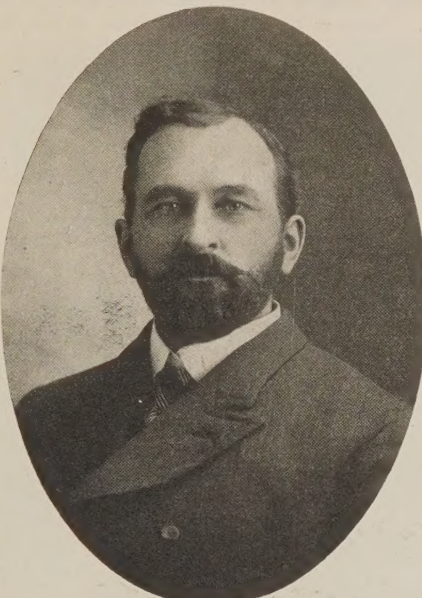
Most farmers could do something for themselves along one or other of these lines if they chose to do so. In experiment station work we make use of a chemical analysis to select ears of corn rich in the constituent we desire to increase. But much may be done without the chemical analysis by a simple examination of a few kernels from each ear. The kernels of any one ear of corn are approximately of the same chemical composition but different ears differ widely. In making such a mechanical examination it is only necessary to take a few kernels out of an ear and by cutting them into sections with a sharp knife observe the relative proportions of the three parts above referred to. The germ and hard, horny portions contain most of the protein, and the white, starchy portion the least. The germ contains most of the oil, the hard, horny portion comes next and the white, starchy portion contains very little oil. The white portion is almost pure starch, the hard, horny portion comes next in this respect, while the germ contains comparatively little starch.

The work which has been done in various places, by the employment of systematic methods of corn improvement, has given most encouraging results. The possibilities are indeed wonderful and the time is fast approaching when a more general adoption of improved breeding methods will bring about a vast change for the better in the corn of this country.

Fred Muller, secretary of the New Orleans Board of Trade, has announced that the bureau of supervision over weights of grain began operations in that city on March 1. The charges are 50 cents per car in and 25 cents per 1,000 bushels out.

WINFIELD S. HYDE.

In the Northwest generally the proportion of local dealers to line elevators is probably not far from that shown by the census of elevators on the Northern Pacific Railway in 1899 in Minnesota, North Dakota and Manitoba, to wit, line elevators 315, or 69.5 per cent; local elevators, 121, or 26.7 per cent; farmers' elevators, 17, or 3.7 per cent. The conditions thus exposed are not entirely encouraging to individual buyers, and yet they are not wholly satisfactory to grain growers who complain of unfairness of treatment at times. This may or may not be well founded; but at any rate, Winfield S. Hyde of Hannaford, N. D., in 1895, thought there was too much margin on grain between that station and Duluth, so he rented his 320-acre farm and began to buy grain. He had no house, but was on the ground every day, and during the following four years his shipments increased 40 per cent annually, reaching 110,000 bushels, to which amount he was limited by his ability to get cars, both the line elevator companies and the railroad objecting to his method of loading. Two years ago, therefore, he built a modern elevator of 40,000 bushels' ca-



WINFIELD S. HYDE, HANNAFORD, N. D.

capacity in eighteen bins, so arranged that the contents of each bin may be spouted directly to a car, a wagon or the receiving scale.

On January 1 last, in conjunction with Fred Beier he bought R. C. Cooper's interests at Coopers-town—a 60,000-bushel house with double receiving and shipping scales, two engines, cleaner, warehouse for screenings, etc. He also handles pedigreed seeds.

Mr. Hyde finds as his greatest annoyance in shipping the leaky and unmanageable grain doors furnished by the railroad. He is therefore now working on a model door that he means shall not break nor leak, but which shall be easily handled and as easily to put into place as the old doors in both old and new cars.

Mr. Hyde is a native of Wisconsin but went to North Dakota about 20 years ago, and was a farmer until he began to buy grain.

MICHIGAN BEAN JOBBERS.

There are about seventy-five firms in Michigan who may be called jobbers of beans, who handle the bulk of the 4,000,000 bushels raised in that state and who fix the grades and operate under uniform contracts of purchase and sale.

In speaking of the crop C. L. Randall of Oxford said: "Michigan has two rivals, New York and California, but Michigan has had the lead in the bean raising industry for years. Last year the wet weather injured the crop, but the output was still large. It is seldom that there is any considerable failure in beans. It is as stable a crop as wheat,

and finds a market that varies little. The United States does not supply its own demand, so that the industry has room to develop. The purpose of the Bean Jobbers' Association is simply to gain better knowledge of the supply, to study the markets, and to work out the troubles of transportation. No word of controlling prices has ever been spoken."

TERMINAL CONDITIONS AT ST. LOUIS.

Chairman Wells of the advisory committee of the Grain Dealers' National Association has published a report on the terminal conditions and facilities in St. Louis and East St. Louis based on a personal examination by the committee in January. The report is exhaustive, and no doubt has been received by members of the affiliated associations. Should any such member interested in the St. Louis market fail to have received a copy, he can, of course, get one by applying to the secretary at Chicago.

On examining the report it will be found that the St. Louis Merchants' Exchange Weighing Department supervises weights at all public and private elevators in St. Louis except the Mound City Elevator, a private elevator operated by Weidner Bros. The department also supervises weight in the following railroad yards where grain is unloaded by wagon and which are convenient to wagon scales: Mo. Pacific and Frisco, yards at Seventh and Cerre Streets; St. L. I. M. & S., Lesperance and Dorcas Streets; Wabash (west), N. Market Street and Ewing Avenue; St. L. K. C. & N. W., Tyler Street; Terminal Ry. Assn., Main and Carr Streets and Compton Avenue; Merchants' Bridge, Second and No. Market Streets; Wiggins Ferry, Dorcas Street. These yards are patrolled by watchmen of the department, for which a fee of 25c per car is charged. It is noted that the Dorcas Street yard of the Wiggins Ferry Company is the only one of that company's that has supervisor of weights or police protection. The following mills have supervisor of weights (fee \$1.00): Missouri Forage, Victoria, Buss, Purina and Plants; and the following breweries: Anheuser Busch, Lemps and St. Louis Brewery Assn.; the weighing charge at the first two being \$1.00 per car and at the last, 20c per wagon load. The malt houses have no supervisor. Shippers of barley should, then, in view of the want of uniformity of method, insist on Merchants' Exchange supervisor of weights and police protection.

Railroad yards in East St. Louis in which cars are watched and the grain is unloaded that are located at the levee and convenient to scales supervised by Merchants' Exchange Weighing Department are as follows, to wit: Chicago, Peoria & St. Louis, Wabash (east), Chicago & Alton, Vandalia Line, Illinois Central, Wiggins Ferry, Toledo, St. Louis & Western, Chicago, Burlington & Quincy, Baltimore & Ohio Southwestern, Louisville & Nashville, Mobile & Ohio. Yards not located to supervised scales and which have no watchmen's protection are as follows, to wit:

Wabash East near Venice; Chicago & Alton near Venice; Baltimore & Ohio S. W. 1½ miles from levee; Louisville & Nashville, 1½ miles from levee; Southern, ½ mile from levee; Southern, 2 miles from levee; Big Four, between East St. Louis and Venice.

The East St. Louis Elevator is the only public elevator in East St. Louis that has supervisor of weights and only the following three out of six private elevators are supervised: Belt Elevator, P. P. Williams Grain Co.; McReynolds Elevator, McReynolds & Co.; and Granite City Elevator, Schultz & Niemer, the weighing charges at these houses being 50c per car. The following mills have supervision (charge \$1.00 per car): Kehlor, Hazel at E. St. Louis and Standard and Sparks at Alton. The East St. Louis, however, has no trackage and the wagon weights are not supervised.

General conditions at St. Louis and East St. Louis are complicated because of the state laws of both Missouri and Illinois, besides the special charter of the city of St. Louis, thus involving three

separate state and city governments and also hampered by three different political interests.

The Weighing Department of the Merchants' Exchange has been opposed by certain interests because of pecuniary reasons, but during the past year the system of work improved so that the weighing department is now absolutely competent to give a good supervision of weights and furnish record of condition of cars and car seals, besides having directly in their employ a force of watchmen in the railroad yards to protect the property of the shipper.

Railroad terminals are being operated in a manner that results in cars being delayed an unreasonable length of time and we found instances where cars were not placed for unloading for 30 days after being ordered placed, during which time they are held at outside tracks with no police protection whatever. Seals are found broken on a large number of these cars and it is safe to conclude that grain has been stolen from such cars.

Car seals are replaced by the Missouri state grain inspectors but the Illinois state grain inspectors do not reseal the cars after inspection but leave this for the railroad yard clerks to do, a duty of which they are extremely negligent. Stealage has not only been done by petty thieves, but it is positively known that railroad yard clerks and employees and teamsters have combined to steal grain from cars in railroad yards. Teamsters have been known to purposely leave grain in cars so that the sweeping privilege might be sold, and they have also been known to supply their friends the saloon keepers with feed for their horses.

Switching charge is made by the railroad companies of \$2.00 per car and a transfer charge of one cent per cwt. is made by the Wiggins Ferry Terminal Railway Association, or Merchants' Bridge for ferrying or switching across the river, thus grain arriving at East St. Louis and sold for delivery in St. Louis, and vice versa, would be subject to this charge.

Rejection of grain sold by samples is provided by rule of the Merchants' Exchange as follows, to wit: "Whenever grain in bulk or in sacks is sold for cash by sample, subject to the inspection of the purchaser, the purchaser must accept or reject same by or before 11 o'clock a. m. of the business day next succeeding the day of sale. In case the purchaser does not notify the seller by 11 a. m. of the next business day to the contrary, it shall be understood that the property is accepted. Grain thus sold by sample must be paid for upon presentation of the bill with proper certificate of weights attached."

This is a matter of vital interest to every shipper of consigned grain. If cars are loaded to the roof so that a good inspection is impossible because the inspector cannot enter the ends of the car the grain will be sold under special agreement subject to rejection when delivered for unloading, and in times of congestion delay of delivery occurs, when, if the market has declined, the buyer naturally attempts to show that grain is not equal to sample, and if successful the car is then rejected and resold at a loss to the shipper. Shippers should therefore use caution and load cars uniformly and not plugged and leave room for inspector to enter car with his bulk trier. This proposition practically applies to all markets.

Certificates of weight are issued by the Merchants' Exchange Weighing Department on every car weighed under their supervision and on the back of the certificate will be found the report of the condition of the car, if same is not in good order, these bad order reports are valuable to the shipper as evidence in a claim against the railroad companies for the loss. We find that commission merchants do not always send the shipper these weight certificates and bad order reports with account of sales, and shippers should always make a demand for them and thus know whether they get Merchants' Exchange weights or not, and also know whether or not their car arrives in good order.

Destination weights are weights of grain forwarded to local points beyond St. Louis, which in many instances have no standing or supervision. Commission merchants are in the habit of forwarding cars without the consent of shippers, and even

allow the shipper to suppose that he is getting St. Louis weights, and for that reason alone shippers should insist on having weight certificates returned with account of sales. Shippers should give definite instructions to commission merchants in regard to weights.

Carload dockage in St. Louis and East St. Louis has been, according to custom, three pounds on each one thousand pounds of grain in car; but the Missouri State Railroad and Warehouse Commission has made a ruling abolishing all dockage in public elevators in St. Louis, and the Illinois State Railroad and Warehouse Commission have made a ruling allowing public elevators to take 50 pounds on cars weighing over 40M pounds or less and 100 pounds on cars weighing over 40M pounds. The Commissioners have no jurisdiction over private elevators and mills, and the question is now under consideration by the Merchants' Exchange and they will probably make a general rule to conform to the Illinois ruling on dockage that will practically govern the market as a whole.

Weighing charges at elevators of 50c and at mills of \$1.00 per car is certainly reasonable considering the service of two men at each large elevator and the small number of cars unloaded daily at the mills. Previous to the establishment of the Mer-

This report will clearly show that as a result of the influence of the Grain Dealers' National and affiliated associations that

(1) A competent supervision of weights has been established at most of the elevators, mills, breweries and team tracks.

(2) Special watchmen are employed with police authority to patrol most of the yards in St. Louis and East St. Louis.

(3) An accurate and systematic record of conditions of cars and car seals is kept and reported to the shipper with every certificate of weight.

(4) The weighing charges have been reduced at elevators from \$1.50 to 50c per car.

(5) Carload dockage is to be reduced from 3 pounds per 1000M to 50 or 100 pounds per car.

(6) That the shipper may now notify Chief Weighmaster Warren of his shipments and the name of the consignee and secure special attention in police service and supervision of weights.

THORN & SHINE.

In addition to their grain business, a considerable portion of which is in locally grown wheat, Thorn & Shine of New Albany, Ind., are heavy dealers in flour, meal, feed, hay, etc., handled at wholesale



THORN & SHINE'S ELEVATOR AND WAREHOUSE, NEW ALBANY, INDIANA.

chants' Exchange Weighing Department all weighing charges including the elevators were in conformity with the fixed charges as provided by ordinance of the City of St. Louis, based on 20c per wagon load or about \$1.50 per car.

The charge of 20c per wagon load for grain unloaded at team tracks is still made for the reason given above and is certainly excessive, and we hope to secure a reduction.

Systematic records are now being kept in the office of the Chief Weighmaster and shippers are at liberty to ask for duplicate certificates of weight or bad order reports.

Shippers are also invited to notify Chief Weighmaster, Jas. H. Warren of their shipments, giving name of consignee and car numbers and thus secure special attention in weighing, etc.

In conclusion we believe that a careful study of this report of terminal conditions at St. Louis and East St. Louis will convince the grain trade that the weighing department of the Merchants' Exchange has, during the last year especially, accomplished important results in the way of establishing a supervision of weights; and this advisory committee do most emphatically insist that there is no other practical means by which bad methods may be improved and abuses corrected than by having a supervision of weights and that every shipper of grain to the St. Louis market should give this idea his most hearty support and demand Merchants' Exchange weights on all shipments of grain to St. Louis or East St. Louis.

and retail, which explains their need for the extensive warehouse shown in the engraving.

The elevator capacity is 30,000 bushels. The warehouse is 145 feet in length and 50 feet wide, two stories high.

The machinery, including a flour packer, is operated by a 25-horsepower electric motor.

The premises are served by a siding from the C. I. & L. (Monon Route) R. R., so that all products can be handled in carlots both in or out of the elevator or warehouse.

CANADIAN RAILWAYS AND CANALS.

A report by U. S. Consul Seyfert from Stratford, Ont., says that Canada now has 18,714 miles of steam and electric railway in operation. The steam roads are operated by 165 companies, of which 25 constitute the Grand Trunk and 27 others the Canadian Pacific systems. To the building of the steam roads the Dominion government contributed \$59,166; the provincial governments, \$1,757; and the municipalities, \$873 per mile. The total freight tonnage was 36,999,374, of which 4,694,853 tons were of grain and 1,486,354 of flour.

The mileage of the canal system is as follows: St. Lawrence System, 73½ miles with 49 locks and maximum depth of 14 feet; Ottawa and Rideau River System, 126½ miles with 59 locks. These canals with locks on the upper Ottawa had cost to June 30, 1902, a total of \$101,535,862.

CANADIAN GRAIN GROWERS.

The annual meeting of the Manitoba Grain Growers' Association was held at Brandon, and was of course prolific of resolutions covering every phase of the grain shipping problem, although nothing appears to have been said in the convention about growing grain or farm or grain improving.

The first complaint was that the inspection was too rigid; another was that the mixers of grain do not "give the farmers fair treatment"; another was that farmers should be allowed to use portable elevators for loading; another was that freight rates were too high; and so on. Resolutions were also adopted urging resistance to the regular dealers' efforts to secure amendments to the act in relation to the distribution of cars; recommending amendment of the Grain Act by adding "commercially" before the word "sound" in describing No. 1 hard wheat; recommending that the flour grading be changed to conform to the Minnesota standards; recommending that a delegate be sent to Winnipeg to observe the working of the grain inspection during the active shipping season; recommending that Manitoba be eliminated from the grading of all wheat inspected east of Fort William; recommending that three members of the Survey Board, representing Manitoba, be appointed on recommendation of the Grain Growers' Association; expressing the opinion that serious loss was sustained by farmers last year on account of the lack of sufficient low grade standards.

Sec'y Kennett Campbell of the Brandon Board of Trade during one of the debates said that the body with which he was connected was in accord with anything that might be done to improve the condition of the farmers, for anything that benefited farmers was of advantage to the business men of Brandon. He instanced a case where the Grain Act operated against small farmers. According to this legislation elevators have to take their turns in the distribution of cars. The big farmers who ship by the carload profited, but the small ones, and they were in the majority, suffer, for when the elevators are filled up they cannot sell their grain.

Warehouse Commissioner C. C. Castle so far agreed with Mr. Campbell as to give credit to the Winnipeg Grain Exchange for the work done for the producers. He also advised shippers of grain to communicate with the Chief Grain Inspector at Winnipeg and the Warehouse Commissioners. To the latter they should state what grade they thought the wheat should go and the commissioners could then have it surveyed if deemed advisable. The system of inspecting cars at Winnipeg precludes, he said, any possibility of mistake, and a percentage for dockage was carefully arrived at.

At a conference called by the Territorial Grain Growers' Association, held at Winnipeg on February 16-17, at which were represented the following: The Northwest Territorial Grain Growers' Association, the Manitoba Grain and Produce Exchange, the Northwest Grain Dealers' Association, the Canadian Pacific Railway, the Canadian Northern Railway, Chief Grain Inspector and Warehouse Commissioner, the delegates present, after full consideration of the General Inspection Act, unanimously decided to recommend to the Dominion government that the Grain Act be amended in the following particular:

That section 4 of the schedule, relating to wheat and other grain grown west of Lake Superior, be amended so as to provide that the western grain standard boards, in addition to the present method, shall be called together on five members making a written request for a meeting to the chairman of the board.

And that the following recommendation, in regard to the carrying out of the present provisions of the Act, be made to the honorable the Minister of Trade and Commerce:

First—That all persons appointed as members of the western grain standards board be resident within the Manitoba inspection division.

Second—That a majority of the persons appointed as members of the western grain standards board be producers of grain.

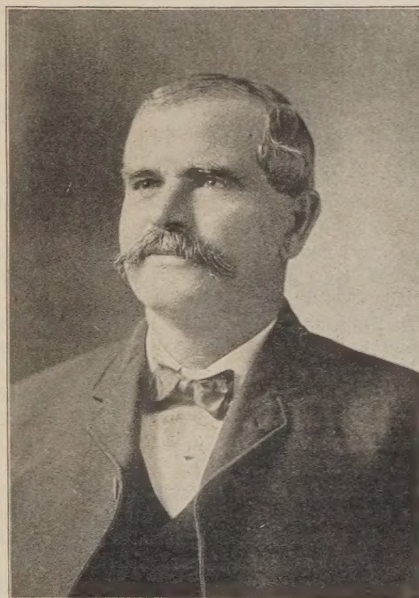
That the provincial government of Manitoba and the government of the Northwest Territories be respectfully informed that this conference strongly recommend that the three members of the survey board, provided for in the General Inspection Act

for the Manitoba inspection division as to be nominated by each of them, be so nominated by them on the recommendation, when practicable, of the producers of grain.

JOHN C. BOYCE.

The subject of this sketch is a native of Vermont, having been born in Poultney, Rutland County, on February 26, 1848. His father, Henry Boyce, was a Canadian by birth, and in early manhood married Miss Amelia Bethel, who was born in Scotland. After living for some years in Vermont, they removed to New York state, where the father died in 1881, at the age of seventy-six years, and the mother in the fall of 1891, at the age of seventy years. They were the parents of eleven children, six of whom are still living; but John Boyce, who was the sixth in order of birth, is the only one of the family living in the West.

John C. Boyce grew to manhood in the Empire state, and soon after attaining his majority, learned the carpenter's trade. On coming to Illinois he first located in Chicago, January 3, 1872; but it was not long before he went to Arcola, where he worked at his trade for a short time. He then returned to Chicago, and was variously engaged as carpenter



JOHN C. BOYCE, MT. ZION, ILL.

and contractor until the spring of 1873, when he returned again to Arcola, and engaged in the business of erecting grain elevators along the line of the Paris & Decatur (now the Vandalia) Railroad, building the first elevator at Lake City, Illinois.

At midnight, July 4, 1873, Mr. Boyce arrived in Mount Zion, where he continued the carpenter business until 1886, when he entered into a partnership with John Scott in the grain, coal, lumber and builders' hardware business, investing \$600 in the enterprise. This partnership continued from April 1, 1886, until October 12, 1889, when Mr. Boyce bought Mr. Scott's interests and has since extended his operations.

The business was started in a very small way, the office of the firm being only twelve feet square in size. It was later enlarged to eighteen by twenty feet, but in the course of time the present buildings, consisting of a store room, elevator and lumber sheds, were erected. Under the present management the business has reached extensive proportions, and yields a good income. A new elevator has recently been completed, with a capacity of 35,000 bushels of shelled grain.

In 1886, when the grain business was begun at Mt. Zion, there were no buildings excepting two corn cribs, and everything was handled with the scoop-shovel from wagon to car. The cribs were the property of Pratt & Co., who had a man to see to the weighing of the grain. As was common then under such conditions, there was "war to the knife" between the old and the new firms, but the final

result was that the new firm won out. In the early days of its history, too, the new firm was made the object of much ridicule. At different times during the campaign of 1886, when they had no office, and "the boys" would occasionally meet for council in that vicinity, the place was given the name of "Dog-fennel on the Levee." And certainly the condition of vegetation thereabouts justified the appellation. But there have been many changes since that time; and now, when everything is in full blast, Mt. Zion is no more called "Dogfennel," but "Boyce town" and "South Chicago" are the usual nicknames in vogue locally.

In 1880 Mr. Boyce married Miss Elizabeth W. Gibb, like his mother, a native of Scotland, who came to this country with her parents when only six years old. Her father was John D. Gibb, a representative of a noted Scotch family, who now resides in Henderson County, Illinois.

Mr. Boyce is a member of the Cumberland Presbyterian Church, and fraternally is connected with Ionic Lodge No. 312, A. F. & A. M., of Decatur, having been made a Mason in that city in 1898. He also belongs to Mt. Zion Lodge No. 300, I. O. O. F. He is a man of strict business integrity and a public-spirited and enterprising citizen, interested in whatever tends to promote the welfare of his community, and loyal to all his obligations, he enjoys deservedly the respect of all who know him.

FIGHTING GRAIN THIEVES.

The campaign of the Grain Shippers' Protective Association of Chicago against grain thieves that infest the railroad yards goes on with unrelaxing zeal, and during the past thirty days no less than half a dozen youth have been arrested and held for trial by the Criminal Court or action by the Juvenile Court.

John Chapulis and Frank Watrobe, arrested February 12, 1904, for stealing grain from I. C. car 26670 on C. J. R. R. near Fortieth Street, were held by Justice Hurley to Juvenile Court; and later Judge Tuthill sent Chapulis to the John Worthy School, while Watrobe was placed in care of Juvenile Officer O'Malley.

Wm. Klotz, arrested by Special Officer McLaughlin of C. J. R. R. for stealing grain from C. & N.-W. car 71098 in Wabash Elevator yards on February 1, was fined \$50 by Justice Hurley of the Thirty-fifth Street Police Court.

Leo Traffis and Frank Costello were held to the Juvenile Court on February 27 by Justice Callahan, the first for stealing grain from cars in the B. & O. yard at South Chicago, and Costello for stealing from cars on the Pennsylvania R. R. tracks.

On March 1 Paul Szeclieski and Frank Dobeski were fined \$25 and \$20 respectively by Justice Callahan of South Chicago, Szeclieski for stealing and Dobeski for receiving grain stolen from cars in the B. & O. yards.

Even in the country towns of Iowa this kind of thieving from cars is becoming not uncommon, a daring case being recently reported from Sheldon, Ia. It appears that two cars of wheat, a part of the C., M. & St. P. Ry. train going east, were set out on a spur track half a mile east of the town to be picked up by the second section of the train. As the second section pulled in the crew saw two teams drive away from the cars. When the train reached Sanborn an inspection of the cars was made, and it was discovered that the seals were broken and some wheat gone. Word was telephoned to Sheldon, and the sheriff, on going to the spur track, found that a leak in one of the wagon boxes left a trail of wheat, which was followed to the elevator at Paulina, twenty miles south, where the wheat was sold and checks given to two men living at Sanborn, who were arrested. At first they claimed they knew nothing about the transaction, but afterwards weakened and implicated two brakemen, who could not be located.

The Northern Pacific road has withdrawn the usual half rate hitherto given seed grain hauled to Montana from February 1 to June 1. Full tariff rates will be charged this year.

COMMUNICATED

[We invite correspondence from everyone in any way interested in the grain trade on all topics connected therewith. We wish to see a general exchange of opinion on all subjects which pertain to the interest of the trade at large, or any branch of it.]

INSPECTION AND PULL.

Editor American Elevator and Grain Trade:—Yes; we think inspection now depends a good deal on the pull or the party for whom they are inspecting, as justice is not always given.

Yours truly,
DETWILER & SON.
Owosso, Mich.

BEST THEY GET.

Editor American Elevator and Grain Trade:—Inclosed find one dollar for which send us the "American Elevator and Grain Trade" another year. It is the best paper that reaches our office, and we subscribe for a good many.

Yours truly,
LOUISVILLE MALTING CO.
New Albany, Ind.

INSPECTION AND POLITICS.

Editor American Elevator and Grain Trade:—We do not favor state grain inspection. We believe that it would, if anything, complicate matters; and we do not see any necessity for it. It would probably be controlled by politics, but even if not, we have all the inspection needed now.

Yours truly,
W. A. BUNTING & CO.
Kalamazoo, Mich.

DOES NOT FAVOR STATE INSPECTION.

Editor American Elevator and Grain Trade:—We are not in favor of state inspection of grain for Michigan, and do not think it would be of any benefit, either to the farmer or to the grain dealer. We hardly believe that it would be possible to secure throughout the state anywhere near a uniform grain inspection, when the same is done by a different grain inspector at every little point where grain is handled. We presume that the intention would be to place some retired merchant, or farmer, in as grain inspector at each of the different points, for the reason there would not be enough work in this line to employ a man on regular salary. This being the case, the men never having had experience in shipping grain, we believe the inspection would be of no benefit whatever. Neither could we sell grain in large markets subject to our state inspection; and if this could not be done, there would certainly be no benefit derived.

Very truly yours,
STOCKBRIDGE ELEVATOR CO.
Jackson, Mich.

A NEW INTERSTATE LAW.

Editor American Elevator and Grain Trade:—Senator Elkins has introduced into the Senate and Representative Hepburn in the House a bill entitled, "A Bill concerning receipts and bills of lading issued by common carriers engaged in interstate commerce, relating to property transported in such commerce." The bill provides that—

"Whenever any property to be moved in interstate commerce, for which a receipt or bill of lading shall have been issued by a common carrier engaged in such commerce is by such receipt, or bill of lading, consigned to the order of any party, the property shall not be delivered by the delivering carrier without the surrender to it of the receipt, or bill of lading, properly endorsed; but partial delivery of such property may be made upon production of the receipt, or bill of lading, to said delivering carrier and its endorsement thereon of such partial delivery. Whenever property is not so consigned to order, the carrier at destination may, at its option, make delivery of the same without requiring the production or surrender of the receipt, or bill of lading, issued therefor."

Sec. 2 provides that "any wilful and fraudulent violation of the provisions of this act shall constitute a misdemeanor; and any person or corporation convicted of such violation shall be sub-

ject to a fine not exceeding one thousand dollars or imprisonment not exceeding one year, or both, at the discretion of the court."

Yours truly,
JOHN B. DAISH.
Washington, D. C.

WOULD BE PAID FOR BY THE FARMER.

Editor American Elevator and Grain Trade:—A Michigan grain inspection law might be a good thing for the local grain dealer, although we can hardly think competent inspectors could be found over the state who could afford to give their time and expenses for the fees that the grain could afford to pay for such service.

Whatever the cost would be might in theory come out of the grain dealer; but in practice it would fall back on the farmer, as in the end the shipper must sell on the inspection at the large grain centers where there is business enough to pay to employ men, experts in the business. Grain shippers must still use their judgment on the grading, or correctness of the local inspection, the cost of which would be considerable, with no compensation.

Yours truly,
A. G. WALKER & CO.
Jackson, Mich.

NEWS ITEMS FROM NORTH DAKOTA.

Editor American Elevator and Grain Trade:—E. H. Johnson, agent for the Robinson Elevator Company at Kenmare, has resigned, and C. D. Pales, an old-time grain buyer, has been installed in his place.

A. A. Robinson, president of the Robinson Elevator Company, with headquarters at Minot, N. D., made a flying trip to the Twin Cities last week in the interests of his company. He had a few things up before the Soo Railroad Company. He does not know where he heads in yet.

C. G. Ireys has purchased the Robinson Elevator Company's house at Manfred, N. D., and is going to remodel it for next season's crop.

A. D. Kellogg, agent for the Robinson Elevator Company at Harvey, N. D., has nearly recovered from his attack of fever. He was taken sick on December 2, and Mr. Robinson closed his elevator and has held the place open for Mr. Kellogg. Unfortunately he will be in no condition to run an elevator this winter.

The Flaxton Eagle, of Flaxton, N. D., is "death on" the elevator people. It is advocating a private, or farmers', house. Mr. Johnson, its editor, printer's devil and Pooh-Bah generally, doesn't seem to think an elevator company should make 2c margin.

Yours truly,
A. R. A.

FAVORS STATE GRAIN INSPECTION IN MICHIGAN.

Editor American Elevator and Grain Trade:—Referring to an inspection department, or a State Grain Inspection Bureau, I think it would be the best thing for the farmer, also for the grain dealer; that is, all honorable grain dealers.

It certainly would put a check on what we term "mixers," the same as you have in Chicago. There is a lot of wheat that goes out or Chicago under the name of "Mars," "Mouse," "Corn," or any other name, that many of them call "good milling wheat"; but when you ask them for a standard grade, they are not in it; at least, they complain there is none there.

The word "milling" can be stretched over a wide area. The millers in this section would much prefer to buy an established grade of wheat, and that one established by the state. It is immaterial to us who grades it, as long as there is honorable grading. Of course, we would not want inspection such as we read of in the papers. Chicago inspected some wheat to go to St. Louis; and when it got to St. Louis they would not accept it, as there seemed to be a difference of 17c bu. between the grade shipped and what was bought.

I see nothing in state grain inspection that would injure the farmer, the miller or the grain buyer, and it would obviate a great many disputes. Detroit has an inspector, but he is not a state inspector; he is appointed by the Board of Trade. Grand Rapids also has an inspector, but he also is appointed by the Board of Trade. But this is

very unsatisfactory, as many farmers think this inspector is appointed in the interests of the millers; therefore, we would much prefer to have a state grain inspector—a man employed by the state and having his deputies. Then, if we want one in Grand Rapids we could make application to him and he could send us an inspector to establish the grades of wheat, corn, oats, rye, clover seed, etc., whose inspection should be final.

It would be a good thing for all concerned. After the state grain inspector gives out the grades, those interested can look at them or send for them and may know just exactly what to do. When they sell wheat, they sell it by grade, and buy it in the same way; so there would be no difficulty, where now there seems to be more or less contention. We believe Minnesota has a state inspector; so has Illinois and a number of the other states. If they work all right, why would it not work all right in Michigan, and make the farmer, miller and grain dealers happy?

However, it will be some time before this can be brought about, as our legislature will not meet until in January, 1905, and many things may happen ere this time.

You ask if the dealers of this state would want such a law passed. I say, yes,—all honorable dealers; but, of course, the mixers, I need not tell you, would oppose it.

Yours very truly,
C. G. A. VOIGT.
Grand Rapids.

MEMPHIS AS A GRAIN MARKET.

Editor American Elevator and Grain Trade:—The wonderful changes in the railroad map, both east and west of the Mississippi River, occasioned by the extensions, consolidations and absorptions that have taken place in the last few years, have all had a tendency to add to the importance of Memphis as a Mississippi River gateway and as a market of concentration and distribution of grain and grain-products. The railroad systems that now radiate from Memphis are among the largest in the world; and, to the north and west, their tracks extend to every grain-shipping state or territory; and, to the east and south, to every grain-consuming state.

The Rock Island-Frisco System, which includes the Choctaw, Oklahoma & Gulf, Chicago & Eastern Illinois and the St. Louis, Memphis & Southeastern, is now the greatest in the West. Three lines of this great system enter Memphis, and the grain fields of the following states are reached by its rails, i. e.: Indiana, Illinois, Iowa, Minnesota, South Dakota, Nebraska, Missouri, Kansas, Colorado, Indian Territory, Oklahoma Territory, Texas and Arkansas.

The Gould Missouri Pacific-Iron Mountain System, which includes the Cotton Belt and Denver & Rio Grande, extends as far west as Ogden, Utah, and divides the Western field with its giant competitor, making tributary to Memphis the entire territory, beginning with Missouri and Nebraska and extending south to the Mexican border and to the Gulf. When this system completes its line down the west side of the Mississippi River from Memphis to New Orleans and its White River line from Memphis to Kansas City via Newport, Ark., and Carthage, Mo., both of which are now in course of construction and which will be completed during the current year, it will make Memphis the equal, if not the greatest in importance, of any city on the Missouri Pacific System. The immense grain fields of Kansas will be directly tributary to Memphis by the new White River line without having to pass through either Kansas City or St. Louis.

The Illinois Central System, extending from the Lakes to the Gulf, reaches Memphis with three of its lines and draws grain from the immense fields of Illinois, Indiana, Nebraska, Minnesota, Wisconsin and Iowa and distributes it throughout the far-famed Mississippi Valley and to New Orleans for export. Memphis is one of the most advantageous and one of the strongest points of concentration on this great north and south system.

The Southern Railway System, the largest east of the Mississippi River and south of the Ohio River, reaches with its own rails east from Memphis into the immense grain consuming territory, in-

cluding the Virginias, the Carolinas, the Southeast and the Mississippi Valley. It also reaches directly the ports of Norfolk, Charleston, Savannah, Brunswick, Jacksonville and Mobile.

The Louisville & Nashville-Nashville, Chattanooga & St. Louis lines and their connections interlace the lines of the Southern Railway in the territory east of the Mississippi, and the Kansas City, Memphis & Birmingham, which is the Birmingham end of the Frisco System, will shortly operate its own trains from Memphis to New Orleans over the tracks of Mobile & Ohio and New Orleans & North Eastern from Tupelo, Miss.

These gigantic railroad systems centering at Memphis comprise almost 25 per cent of the total railroad mileage of the United States and Canada. The mileage of the systems tributary to Memphis, east of the Mississippi, approximate 20,000, and the systems tributary to Memphis, west of the Mississippi, approximate 25,000 miles.

With favorable freight rates and geographical location, and with consolidation of transportation interests also in its favor, with the great Mississippi River as a regulator, and being the half-way ground between the territory of production and the territory of consumption, Memphis is bound to become in the near future one of the greatest grain markets in this country. At present it is short of modern elevator facilities, the greatest need being for large houses for storage and transfer. A virgin field is open for investment in this line. R.

HELPING A FRIEND.

A curious episode occurred at St. Joseph, Mo., during February, which is as surprising in itself as it is in its outcome. It appears that James B. Wheeler, late of the grain inspector's office, had resigned to go into the grain business on his own account at St. Joseph, whereupon the inspector himself, who officed with Mr. Wheeler, sent out to Mr. Wheeler's prospective customers in the country a circular letter soliciting business for him. The circular has not been reprinted; but other grain dealers of St. Joseph who had copies sent in to them from the country claimed that the circular so far boomed Mr. Wheeler as to have intimated that the inspection would be all right if the recipient of the circular would ship to Mr. Wheeler.

Of course, the matter raised a great noise at once; but the inspector seemed surprised to learn that the trade thought he had done anything indiscreet, irregular or outside the law. "I have a kindly interest in Mr. Wheeler," he is reported to have said, "because several times when I have been sick he has inspected the grain for me. I wanted to do him a favor if I could, but of course, in so doing, I wanted to stay strictly within the law. As to injuring the St. Joseph market, I had no thought of such a thing."

The Missouri Railroad and Warehouse Commissioners, whose employe the inspector is, came up to investigate; and were apparently quite lenient, for the conclusion of the incident was, that the inspector still inspects, but Mr. Wheeler has been forced to notify the trade that he is no longer in the grain business!

TRADE LEGITIMATELY.

"Undoubtedly much of the increased trade in our market of late can be attributed to the recent failures of several of the largest bucketshops throughout the country," says Edward G. Heeman in a recent circular letter. "The probabilities are that most of the remaining ones were on the ragged edge when prices were at the high point, and would also have been compelled to shut up shop if all their clients had taken their profits and demanded settlement. Bucketshops find it convenient to suspend operations only when a majority of their customers are on the right side of the market. A short time ago a thorough investigation was made which resulted in the remarkable discovery that more than 60 per cent of the trading by speculators throughout the country is done through the so-called bucketshops. It is hard to understand why this is so, and

why every trader cannot see the folly of it and also the benefit to be derived in trading through bona fide brokers, where all orders are executed on the market and have their effect as is intended. In some cases, it is difficult, I know, to distinguish between bona fide brokers and bucketshops, as the latter make the same pretensions, but if traders will confine their dealers to members of the Chicago Board of Trade or other regular exchanges, they will make no mistake. I firmly believe that if all the trading which is done in bucketshops were placed through legitimate channels, it would mean an average of at least 10 per cent, possibly 25 per cent higher prices for all the products of the farm, and that means everyone would be benefited."

NEW ELEVATOR AT ROLFE, IOWA.

The illustration shows the Rolfe Grain Co.'s new elevator at Rolfe, Iowa, which was completed October 1, 1903, by E. J. Rud of Minneapolis, builder. It has a capacity of 38,000 bushels. It is a very handsome and well-equipped house, and the company, of which M. C. Brown is manager, in addi-



ELEVATOR OF THE ROLFE GRAIN COMPANY, ROLFE, IOWA.

tion to a large grain business, handles flour and feed in large quantities.

The elevator is covered with corrugated iron supplied by the Sykes Steel Roofing Co. of Chicago. The machinery equipment, in addition to the regular power transmission and conveying machinery, which was furnished by the Link-Belt Supply Co. of Minneapolis, consists of a No. 2 Victor Sheller and Cleaner and a 3-pair-high Allis Feed Mill. Power is furnished by a 24-horsepower Coffield Gasoline Engine supplied by C. D. Holbrook & Co.

As the surrounding section of country embraces some of the most fertile fields in Iowa, there is no doubt a busy season awaits this up-to-date plant.

BUFFALOS FEED.

The annual beefsteak dinner of the Buffalo Grain Dealers' Association was given at the Hotel Touraine, Buffalo, on the evening of February 20. As usual it was a most enjoyable affair. The steaks were juicy and tender and the jokes even younger than the steaks. J. O. Seymour, Jr., was toastmaster, and responses were made by R. W. Pearl, J. E. Provost, T. J. Stofer, H. J. Burns, F. Howard Mason, H. C. Harrison, John D. Shanahan and C. E. Grein.

The Dominion Millers' Association at its last annual meeting urged the government to appoint grain weighers at lake port elevators.

IOWA EXPERIMENT STATION.

There are three bills before the Iowa legislature for appropriations for support and buildings of the Iowa State College and Experiment Station at Ames. House File No. 23 provides for a tax of 0.1 of a mill on the dollar of assessed valuation in the state, beginning with the tax levy for 1904 and annually thereafter. The money realized annually from the levy provided for in section 1 shall be divided as follows: For soil investigations and for corn investigations, 9¼ per cent each; for horticultural investigations, 7¼ per cent; for investigations with beef cattle, 15½ per cent; for investigations with swine, 4½ per cent; for investigations with sheep, 3 per cent; for dairy cattle and creamery investigations, 7¼ per cent; for poultry investigations, 4½ per cent; for agricultural extension work, 7¼ per cent; for good roads experimentation and demonstration, 7¼ per cent; for an engineering experiment station to conduct investigations and publish information relative to manufacturing, mining, the clay industries, municipal interests, transportation and other technical and engineering prob-

lems, to be expended by a board of direction appointed by the board of trustees from the engineering faculty, 23 per cent. Should there be in any line of agricultural experimentation an unexpended balance at the end of any fiscal year the director of the Agricultural Experiment Station may, with the approval of the board of trustees, assign such unexpended balance for that year to some other line or lines of agricultural experimentation.

House File 240 provides for the erection of a central heating plant, new creamery building, the completion of the central building, and to buy additional lands, all to cost \$360,000. Another bill provides for repairs.

Ridiculous as it may seem, it is nevertheless a fact that there are members of the legislature who pose as "Treasury Watchdogs" and object to the appropriation of money to carry on any educational institution in one of the greatest agricultural states in the Union. Yet they ought to be well aware of the problem that confronts the farmers, especially of northern Iowa, in securing seed corn that will be adapted to that latitude; also of the fact that Iowa wheat has deteriorated in quality so as to be hardly suitable for milling purposes; and that the yield of oats has decreased because of the poor stand secured by sowing inferior seed. Education of the farmer is the only remedy for this deplorable condition, and Iowa should take its proper place among other states and make the appropriations necessary to properly conduct the work of the Ex-

periment Station, which alone can guide and instruct Iowa farmers in this department.

THE FARMERS' ELEVATOR MOVEMENT.

The larger part of the farmers' elevator companies in the West have not gone through more than one crop year; few have had experience of that period of time. Many have presumably been successful in keeping even to date; some have not. It is extremely difficult to get at the truth of their condition. Analyzing an article of 500 words, more or less, printed in a leading farm paper, under the caption, "Illinois Farmers' Elevators a Great Success," we find that of 80 companies that are said to have been established in this state, the experience of two only is specifically referred to, viz., those at Bement and Athens. In the following very incomplete review of their condition, based on such annual reports of companies, made in January and February, as have come under our notice, we have done a little better as to number of companies listed; and surely, if on the ground that two in Illinois have been successful, it can be proclaimed that "farmers' elevators in Illinois have been a great success," by the same token the failure of one or two might be taken as evidence of the failure of all. That, of course, would not be the truth. This must come out later, after the companies shall have had time to "arrive" at somewhere.

However, here is what was found in our mails during January and February last. As to success and failure, "honors are easy," as the whist player used to say, or substantially so. The record is given as an indication only.

SOME SUCCESSSES.

Following are some of the successes:

In South Dakota.—Farmers' Elevator Company at Hartford: handled 226,300 bu.; repaid \$2,500 of borrowed money and ended the year with \$2,000 in bank and 8,000 bu. in the elevator.

In Nebraska.—Farmers' Coöperative Association at Albion said to be doing well. Farmers' Commercial Association at Edgar (ten shareholders) handled 125,000 bu. of wheat and 50,000 bu. of corn and is \$2,000 to the good. York County Grain Association at York has 110 members; \$3,220 capital stock paid in; paid dividend of 8 per cent and put something into the surplus fund; manager claims he increased the market price 4c per bu.

In Minnesota.—Caledonia Stock and Grain Company did a business of \$150,000 and made \$552 profit. Farmers' Coöperative Elevator Company of Faribault handled 211,000 bu. of grain and made a profit of \$497; paid out \$17,000 for commissions; had resources of \$12,714.68 and owed \$12,405.46, making a surplus of \$309.22. Hampton Farmers' Coöperative Elevator handled grain worth \$95,993.80 and made a profit of \$968.80 with \$5,580 invested. Kenyon Farmers' Mercantile and Elevator Company handled 330,236 bu., and declared a 25 per cent dividend. Northfield Farmers' Mercantile and Elevator Company handled 305,430 bu. and earned a profit of \$1,054.56. Redwood Falls Farmers' Elevator Company published no statement, but voted a refund of 25c per ton on coal, and, to charge 1½c per bu. for running grain through the house. Shelly Elevator, Stock and Lumber Co. earned 10 per cent net on capital. Farmers' Mercantile and Elevator Company, Zumbrota, paid dividends of \$428; assets, \$14,500.39; liabilities, including unpaid dividends, \$3,937, and a surplus of \$10,543.39; net earnings, \$619.56.

In Illinois.—Athens company has been profitable. Bement Farmers' Grain and Coal Company; capital, \$5,750; profits, 31 per cent; indebtedness paid off by stock certificates; assets, \$18,906.77; liabilities, including capital stock and undivided profits (\$11,837.12), accounts and bills payable and interest thereon (\$11,319.65), same amount. Scovel company claims earnings of 21 per cent and paid dividend of 10 per cent. Farmer City Grain Company said to be doing well. Mason City Farmers' Elevator Company paid 10 per cent dividend. Saunemin Elevator Co. claims net earnings of 21 per cent.

Odell Grain Co. handled 292,925 bu. and 960 tons of coal at a net profit of \$1,481.68.

THE OTHER SIDE.

In Manitoba.—Charter Elevator Co. dissolved.

In Kansas.—Farmers' Elevator Company, Seneca, in a row over the management.

In Nebraska.—The Farmers' Elevator Association and Farmers' Grain and Supply Company at Brennan, operating jointly as the Farmers' Elevator Association, have decided to separate, having disagreed over undivided profits of \$4,000, the accumulations of five years. Dorchester Farmers' Coöperative Grain and Live Stock Association has amended articles to permit an increase of indebtedness.

In Illinois.—Farmers' Elevator Company of El Paso having a deficit, has decided to charge its shareholders ¼c bu. for expenses, no matter where they sell their grain. Farmers' City Grain Company has had to sue delinquent subscription pledges. The Farmers' Mercantile Association started at Maroa about twelve years ago, having been finally absorbed by a few men, it was recently sold to M. R. Allsup and will be operated as the Maroa Lumber Company. The Stanford Grain Co. after running for five years finds it necessary to be managed "on a different plan." The Farmers' Elevator Company at Strawn expect, so the townsmen understand, to sell out to a buyer from Cullom.

In Minnesota.—The Coöperative Milling Company at Alden, which went out of business some years ago, is still defending itself in law suits. The Amboy Elevator Co., four or five years old, is financially embarrassed and to pay out will be required to levy a 100 per cent (\$6,500) assessment. The Dennison Farmers' Mercantile and Elevator Company made \$1,240.73, but are quarreling over its disposition. The Owatonna Farmers' Elevator and Mercantile Company lost about \$1,000.

CO-OPERATIVE ROW IN KANSAS.

The row between H. N. Gaines, local organizer, C. B. Hoffman (the "angel"?) and other officers of the Farmers' Coöperative Shipping Association and Jas. Butler, its president, over the final disposition of the Association, has brought to light some hidden facts in connection with the interesting scheme Mr. Butler has worked so vigorously during the past two years or more in the Southwest. Mr. Butler has fathered several of these companies, having a new phoenix ready on every occasion to rise from the ashes of his previous failures, and what is more he has always been able to fly his bird. His Farmers' Coöperative Grain Association is, if we recollect right, two years old, more or less. Mr. Butler's plan in this, as in all his alleged companies, was to affiliate a number of local farmers' grain companies, making a central authority, of which he would be "It," to save (?) the commission merchants' charges. There was much wild talk of the flocking of the masses of farmers to the Butler banner; but it is now stated by the highest authority that only seventeen local associations affiliated. These purchased \$6,000 of the \$20,000 stock of the Association, and besides contracted to ship all of their grain through the Association; that is to say, through Mr. Butler, paying him 1 cent per bushel for his trouble. In case they failed to turn their grain over to him they forfeited ½ cent per bushel on all they shipped. Thus Mr. Butler caught them "going and coming." According to the stockholders, they did not receive a dividend in the whole time the Association was in operation, and one by one they began to pull out. They could not sell their stock and Mr. Butler would not redeem any of it. The \$6,000 was spent, it was understood, in "pushing the cause."

When these funds were exhausted, Mr. Butler reorganized on a six- or eight-figure scale, calling his concern the Farmers' Coöperative Shipping Association; but the stockholders of the old concern got nothing. Then, says the Topeka Capital, some of them began to investigate; and when they learned what the debts of the old company amounted to, they decided to drop their claims on the new company, not being able to see just how the old company could evade its just debts simply by reorgan-

izing and forming another company under a new name. Mr. Butler tried hard to get some of the former stockholders into the new company, but being unable to do so, he turned the work over to H. N. Gaines, who did succeed in getting some of them into the scheme. They had lost money, but were willing to let by-gones be by-gones and buy new stock in hopes of recovering on the old. Mr. Butler's salary in the old company was \$100 per month, but in the reorganization it is said that he so arranged it that he could draw \$3,000 per year. The other officers of the company deemed it wise to place restrictions on him, and at present the checks of C. B. Hoffman, who is manager of the company, are the only ones honored. Mr. Butler is only president of the aggregation. For some time past Messrs. Gaines and Hoffman have been working on a scheme to merge this association in a national concern with headquarters at Omaha, but to this Mr. Butler is bitterly opposed, of course.

Recently Mr. Hoffman bought a string of thirty-five houses in Kansas and also a membership in the Kansas City Board of Trade; while Mr. Gaines, who seems to be a "deep one," has created a stir by addressing to the shareholders of the local companies the following note:

"To Stockholders.—Since fully two-thirds of the stockholders of the Farmers' Coöperative Shipping Association are members of locals where I have organized, I feel that with justice to myself and the stockholders I should take this means of saying that there are many things you should know at the earliest date possible, which concerns you as stockholders and not the general public. I will come to your place and tell you what you should know if you desire me to. I desire to talk only to stockholders and I desire to talk to all the stockholders, provided you wish me to. Otherwise should anything ever happen do not place any blame on me. Write me for a date.

"H. N. GAINES."

In the meantime the company seems to be sliding on hard ground, judging from the following letters appearing in Kansas papers:

T. Morgan Circle of Kiowa, Kans., vents his disgust in the Farmers' Advocate:

It seems to me that as our Farmers' Coöperative Shipping Association is now being conducted that there is little coöperation in it. 'Tis more of a dictatorship of one or a few men. While farmers have suffered much at the hands of many combinations they are not entirely serfs. Now, I write this because some of our officials are disposed to look upon us as such.

If it is found that Kansas [City] is a poor market, inspection rigid or quite unjust, why must we sell there? Especially when we could get more money for grain at nearer points?

I think I, as a farmer, should be allowed to purchase a car of corn from some other local station without having to write the general manager to get his permit and be subject to a week or two delay as his royal highness or subordinate might choose, and then perhaps be turned down. I don't see where the coöperation comes in in such methods.

Some idea of the financial condition of the Association, and the friction among the officers, may be had by a perusal of the following letter from the general manager of the Association, C. B. Hoffman, manager, of Enterprise, to the secretary, H. R. Signor of Numa, O. T.:

The situation is quite serious, as you will understand by studying the enclosed statement. We have plenty of property—in fact, the net worth of our company is, say, \$75,000, but this property consists of elevators and grain, and it is up to the stockholders as to whether they will extend their combined credit to the company or withdraw their support.

I am an employee of the company; you have put me in this position for the purpose of managing the financial business of the company; you have placed at my disposal \$20,000; you have asked me to pay all the current expenses—to buy the furniture, the different repairs at the various elevators and conduct a business that requires \$100,000. You, as a director of the company, ought to realize that I am no more responsible for the final outcome than you or any one else, and that if you will not put at my disposal the necessary means, it is your fault (I mean you collectively) if the company does not succeed. It is not a question of one station, but a question of all the stations. You say that the Blackwell people have given over \$2,300—of notes without security; why should they want security? Is not the company good for it? You say that it occurs to you that it is asking too much for the local to build an elevator and raise \$1,000 to carry

on the business and turn the whole over to the general company; have they not stock for that amount that they have invested and are they not to that extent owners of all the property and assets of the company? Why should the stockholders and friends at Blackwell not be asked to hold up the hands of the company as much as the general manager or any of the rest of us?

The object of the Gaines-Hoffman alliance against Butler has been to steer the Association out of the fat into the fire of the National Coöperative Grain Growers' and Stock Raisers' Association, to which Butler very naturally objected, as it would "cut off his supplies." The latter body met at Omaha on March 1. The press reports claimed an attendance of 250 delegates from twenty states. That probably meant forty to fifty people, including Lindblom of Chicago, Gaines of Kansas, Jackson of Minnesota, Day of Nebraska, Hendricks of Oklahoma, etc. The convention was a successor to the meeting held in Chicago in December and H. N. Gaines was made president and Robert Lindblom secretary.

As usual (for a name rarely "keeps" over sixty days) the executive committee, who are said to have labored for two days on a "plan" (plans also generally go sour about as rapidly as the names), began by recommending a change of name, to the Farmers' National Exchange Company and an offer of new blocks of the capital stock of \$5,000,000. Apparently the concern is a tail to Mr. Lindblom's \$50,000,000 South Dakota curio.

AN EXPERT'S VIEW.

Apropos this type of companies, the Orange Judd Farmer, which has been, and for that matter still is, inclined to be "daffy" on this coöperative marketing craze, which can ultimately result only in loss to the farmer and a disturbance of the machinery of commerce, is constrained to say:

"Within the past three years many concerns, each claiming an authorized capitalization of \$50,000,000, have tried to gain favor with farmers. They, in turn, announced a ponderous organization of gigantic proportions. Orange Judd Farmer investigated all of them and found them unworthy of support of any kind, moral or otherwise. The promoters were third-rate lawyers, merchants of no standing, broken-down commission men, board of trade brokers and a very few visionary agriculturists. None had the capacity for organization. Some of them may be honest but are misguided. Nothing but disappointment and losses await any farmer who is unwise enough to put money into such an organization.

"Now comes a \$100,000,000 Chicago concern and asks farmers to subscribe for stock at \$100 per share. This outfit, too, proposes a vast system of farmers' elevators, banks, stockyards and commission houses. In addition it proposes to lease large tracts of land near railroads where live stock not properly fitted for market may be finished and fat animals sent in during a depressed market may be held until prices are higher. While three of the directors are ostensibly from South Dakota, all the officers are Chicago men, as is also every member of the executive committee.

"It is another case of the city man attempting to conduct the farmers' business. There is no reason to suspect that the results in this case will be any different than in other similar cases. Orange Judd Farmer strongly urges farmers to refuse to put a dollar into the shares of this outfit."

LOOK OUT FOR CORN.

The Basset Grain Company of Indianapolis in February issued a circular to corn shippers from which the following warning is taken: "You will observe that we are commencing to sound our annual note of warning a little bit earlier this season than usual, and if possible we are going to sound it a little louder than usual, because the conditions warrant it. You will recall that we had a wet, cold and very late spring last year, and no summer at all, an early fall and a very early and severe winter, the latter being the only favorable feature of the whole year for the corn crop. It is not surprising, therefore, that the crop never matured, is soft and

spongy and almost unmerchantable. It would not be very different if we tried to raise a crop of corn in Alaska, so far as the season was concerned. It therefore follows, as a matter of course, that the most of this corn is not in fit condition to load into a car and ship to the next town, and the only thing that has saved dealers from a heavy loss in handling it thus far has been the one fact that the winter has been fearfully cold, keeping the water in the corn frozen and the corn apparently dry, but it is evident that when the wet, warm days of spring come and this ice that is now in the corn becomes water, trouble will commence.

"We would, therefore, caution you again when handling corn in March, April, May and June, to hold in the ear, if possible, until the hot weather of July, by which time it will shell and carry, if it ever will. Such corn as you feel that you must ship, blow several times, load as lightly as possible to comply with the railroad minimum rules, ship to the nearest available market, and instruct your receiver to handle without delay to best possible advantage, in case the grain does not grade contract."

D. D. BALUSS.

The death was announced on February 24 of D. D. Baluss of Blissfield, Mich., of apoplexy. Mr. Baluss, although engaged in the grain business but a few years, had become one of the most important



THE LATE D. D. BALUSS.

members of the trade in the southern part of the state, and his death is a decided loss to the trade.

Mr. Baluss was born in Fairfield Tp., Lenawee County, in 1845, on his father's farm, where he spent his early life. He paid his own way through Adrian College by teaching school and singing classes; and on leaving college studied law for two years with his brother at Wayne. He married in 1869 and in 1870 returned to the farm, having purchased one in Ogden Tp. of his native county, where he spent his summers, teaching school in the winters.

In 1893 he went into the grain business with his son, F. C. Baluss, at Blissfield; and they were so successful that the business was expanded by the opening of branch offices at Ottawa Lake, Adrian, Clayton, Sturgis and Klinger Lake. In 1902 the business was incorporated as the Baluss-Dawson Company, of which Mr. Baluss was president until his death. He was also one of the incorporators and a director of the Metamora Elevator Co.

Mr. Baluss is survived by his widow, three sons and a daughter. The business will, of course, be continued by the company.

A Louisville commission man recently received a carload of 500 bushels of oats from New Zealand. He expected them to be duty free; but was required to pay 15 cents per bushel duty, which ate up all the profits and more.

The Board of Trade of the town of Morden, Man., a town of 1,600 people, has petitioned the Dominion Government praying it to appoint a grain inspector for each country market where 300 cars and upwards of wheat are shipped each year; and also that the government erect and maintain proper weighing scales at such points.

A NEW ELEVATOR BUILDING FIRM AT CHICAGO.

While we present to our readers this month a new grain elevator building firm which will be known as Witherspoon, Englar & Co., there is, in fact, with the exception of the firm name, nothing else new to the trade concerning the two gentlemen composing it.

Both were recently associated with Geo. M. Moulton & Co. John M. Witherspoon has had an acquaintance with the grain building business since 1889. In January of that year he went with the Webster Mfg. Co. of Chicago and later associated himself with the Metcalf-Macdonald Co. until its dissolution in 1895. From that time until April 1, 1897, he was associated with the Macdonald Engineering Co., which succeeded to the business of the Metcalf-Macdonald Co. He then joined forces with George M. Moulton & Co., and has been with that firm ever since. His experience ranges through all the stages of heavy building construction and he is especially informed on modern grain elevator building in all classes of material, whether wood, steel, tile, or concrete.

William C. Englar left the office of secretary of George M. Moulton & Co., with whom or its predecessors he had been associated for fifteen years, to form the new connection, and is also well informed on all matters pertaining to modern heavy construction work.

The members of the new firm are both young men, and with the young man's laudable ambition to accomplish something for themselves, they start well equipped to carry on their work. They will make a specialty of designing and constructing grain elevators of steel, hollow tile, frame or concrete warehouses, freight houses and heavy construction. The temporary offices are in 325 Monadnock Building, Chicago, but they will shortly be permanently located in rooms 629 and 630 the same building.

THE GRINDELAND LAW.

The immediate effect of the recent verdict at Duluth against Edwards, Wood & Co., which appears to have been based largely on a technical violation of the law, was a conference of representative grain houses with the Railroad and Warehouse Commission, at which the grain trade representatives from both Minneapolis and Duluth notified the State Railroad and Warehouse Commission of Minnesota that there will be no further objection made to the enforcement of the Grindeland law. One section of this law provides that,—

Whenever any grain merchant sells all or a portion of any grain consigned to him to be sold on commission, he shall within twenty-four hours render a true statement to the consignor showing what portion of such consignment has been sold, the price received therefor, the name and address of each purchaser, the date, hour and minute when such sale was made, with voucher for all charges and expenses incurred.

A large number of the grain dealers never made anything more than technical objection to this clause. They were perfectly willing to bide by its terms so long as they were not annoyed by technical objection from shippers. Hereafter, as a result of this conference, any shipper in the state of Minnesota, may, on failure to receive proper returns, notify the Commission and immediately obtain any facts he requires concerning the sale of his grain. This information the Commission itself will not furnish. The fact that a failure to make returns is reported will be sufficient grounds for action against the grain firm which made the sales, and the error will be rectified by the firm itself. The Commission believes that the understanding reached will be very important in holding grain commission men to the strict letter of the law.

Boston's February exports of grain shows a heavy decline compared with 1903 and 1902, the totals being 680,033 bushels in 1904, 1,531,656 bushels in 1903 and 1,672,896 bushels in 1902.

ANNUAL MEETING OF THE GRAIN DEALER'S UNION.

The eighth annual meeting of the Grain Dealers' Union of Southwestern Iowa and Northwestern Missouri at Red Oak, Iowa, on March 9, did not bring out the usual yearly attendance but as conditions in the territory are somewhat different from those of the average year, it should probably not be marked against the dealer that he did not attend his annual meeting. The attendance was fair, however, and some interesting subjects were discussed.

President Hunter called the meeting to order in the assembly room of the Johnson Hotel at 3 p. m. and said, in opening the meeting, in part: The attendance is rather small to-day for an association formed eight years ago, but it is not hard to find a reason. We recognize the fact that under present conditions it is almost impossible for your officers to do anything besides help to preserve harmony among members. Under average conditions the receivers to whom your grain goes protects the interests of the regular grain dealer. To those who have been handling the grain this year, however, the protection which the receiver afforded has not been a subject of interest, as next year the route of the grain will probably resume its ordinary channels. We have succeeded in a great many cases in influencing shipments to give the best results to the dealers.

Ours was the first association found west of the Mississippi River, and now all the states have strong organizations. We have grown from a membership in Iowa of 19 to 100. This year we have tried to interest the Missouri people and have added about 60 new members in that territory. We expect to have a membership of 200 before the close of the year. When the grain trade becomes normal once more, you will again find your association will give all that you expect to get from it. We meet to-day to make plans and discuss measures for the future and to elect officers. I have served as your presiding officer now for seven years and believing, as I do in rotation in office, I think you should elect a successor.

Secretary Geo. A. Stibbens read his report as follows:

I am pleased to make you my eighth annual report. As you will remember, shortly after we organized it was frequently predicted that the Grain Dealers' Union would be short-lived; but on March 1 we had a total membership of 151 members. During the year we took in 27 new members and have had 17 withdrawals, making a net gain in membership of ten. The withdrawals in nearly all cases have been on account of poor crops and light business. As we will hold a general meeting of this organization at Mexico, Mo., on March 29, we believe our membership will be materially increased.

Because of climatic conditions the past year, crops in your section have been very light, and while fairly good in some localities have been complete failure in others. Some of you who have had grain to ship have not given your brother dealers the kind of treatment they were justly entitled to.

Since our last annual meeting I have attended three secretaries' meetings—two at St. Louis and one at Memphis, Tenn. These meetings are held by the advisory committee of the National Association, made up of all the state secretaries affiliated with the National Association. These meetings were for the purpose of investigating the weighing systems and condition of the railroad yards in the terminal markets. As you are already aware, systematic reports of these investigations are made and you have received them. The system adopted by this advisory committee is the only feasible plan to correct abuses at terminal markets; therefore, when you are called upon to lend your assistance, it should be forthcoming at once, as you are the people who are being benefited.

Grain associations should take part in politics only when it is necessary to kill some legislation which would be detrimental to their interests, or to assist in securing the passage of laws of general benefit to the trade. A great many of you in the past, when you have received letters in regard to bringing pressure to bear on certain legislative matters, have been very neglectful and in many cases have ignored my communications. A letter has never been sent you in regard to matters of this kind unless it was to your interest to act; therefore, if we expect to have influence in matters of this kind, it will be absolutely necessary for you to respond when called upon.

Dealers in the past two years have suffered se-

vere losses on account of grain being delayed in transit because of the congested condition of the various railroads. Claims for damage in transit for unusual delay are pigeon-holed or held up an unreasonable length of time; therefore, pressure should be brought to bear upon the various transportation companies, insisting they at once adopt a system of handling claims, whereby every claim received will have reasonably prompt attention. The large shippers have fairly good success when they make claims for shortages or damage in transit, but the small shippers are grossly neglected by all railroads.

Having been a student of association work for the past eight years, I believe the time has come when the grain trade should demand a clean bill of lading, as this is the only remedy for short weights. A clean receipt is given by the railroads for all other kinds of goods transported. I can, therefore, see no logical reason why your grain should be an exception, as long as decrepit cars are furnished you for the purpose of loading. Another reason railroads should give clean bills of lading is that, on account of the rough handling a large number of grain cars receive, they are badly damaged in transit; but before delivery is made they are set on repair tracks and all evidence of leakage is covered up. Hence they arrive at elevator or connecting line in apparently good condition; and all evidence of leaking is so thoroughly covered up, it is absolutely impossible for the country shipper to procure evidence that will justify him in making a claim.

Another reason why it is difficult to collect a claim for shortage is that no railroad company at the terminal markets will furnish a record of the seals. The roads have the records; but if these are furnished to you, they place in your hands the facts that will enable you to furnish proper evidence that you suffered loss; consequently you will readily discern why this information is withheld. In shipping grain to any market it is your duty to demand weight certificates and insist that all bad order reports be furnished you, as this is all the evidence you can procure in regard to the condition of the cars.

A great many shippers neglect to properly cooper the cars they load, otherwise there would not be so many cars that arrive at terminal markets with leaky grain doors. A little time spent at elevators in some of the markets would remind you that neglect on your part is responsible for a large amount of grain lost in transit. Abuses in terminal markets are fast decreasing and continual improvement in weighing departments is going on, due to the efficiency of the heads of the different weighing bureaus and the support of the united grain trade. Markets that have had private weights are now falling in line and establishing public supervision and all of this has been brought about by association work. The different boards of trade and exchanges in the various markets have learned it is to their advantage, as well as to that of the country shippers, to throw all safeguards possible around the grain they handle, consequently they have taken every precaution possible to protect your property. It is, therefore, your duty to be careful in cooperating cars and loading your grain in order to bring about a perfect system.

Unless you give us your assistance in bringing pressure to bear against different abuses, you will materially weaken our influence as an organization. A short time ago I wrote a few of you in regard to using your influence against certain legislation and I now ask you how many of you responded? Had this bill become a law, you are the people who would have suffered.

It is a good business proposition for you at all times to patronize receivers who protect your business, and you should in every instance withhold your patronage from people who are the known enemies of associations.

As there has been a local demand for all corn raised in this section the past year, it has caused more or less contention and ill feeling and brought about dissatisfaction in some localities, a great deal of which could have been prevented had everyone been willing to be fair. Some of you during the past year have never lost an opportunity to sell a car of corn to outside parties, to be unloaded at a station where we had a member, thereby depriving the regular dealer of all possible chance to make an honest dollar out of the grain shipped to his station, which he was entitled to handle. Conditions could have been better for some of you, had you been willing to have considered the rights of your brother member; but selfishness and greed have stood in the way of justice. The success of any organization depends on the honor of its members, and unless we are absolutely honest with our competitors, we will never be able to bring about harmonious conditions which are very essential in order to have a profitable business. Iowa will probably raise a good crop another year and it would be well for you to place yourselves in position to work in harmony with your competitors if you desire a profitable business with normal conditions. During the past twenty-three years Iowa has had

but one crop failure that compared with the past year and that was in 1894.

In conclusion, I desire to remind you that this organization will prosper according to the support you give it. You will agree with me your business has been benefited, and the value of your elevators has increased on account of the harmony that has existed among you in the past. You may never have another year in the grain business so void of profit as the past one; therefore it would be well to place yourselves in position to handle the next crop in a businesslike and profitable manner.

Mr. Stibbens read the treasurer's financial statement as follows:

RECEIPTS.	
Cash on hand March 1, 1903.....	\$32.52
Membership fees collected	78.00
Dues collected	1,896.05
	\$2,006.57
EXPENDITURES.	
Postage	\$151.97
Printing and stationery	37.08
Secretary's traveling expenses.....	219.13
Miscellaneous office expenses	12.50
Telegrams	5.87
Union Grain Co. card.....	4.00
Express charges41
President's salary and expenses.....	401.75
Grain Dealers' National Association dues..	214.00
Governing committee's expenses.....	10.34
Delegate to National Convention.....	34.20
Secretary's salary	700.00
	\$1,791.25

Cash on hand \$215.32

On motion by A. R. Hill the treasurer's report was received and ordered filed.

Mr. Hill moved that Mr. Hunter be retained as president of the Union for the coming year.

Mr. Hunter again stated his reasons for desiring a change in the person of the presiding officer, but his objections were overruled and Secretary Stibbens put the motion, which carried by unanimous rising vote.

Mr. Hunter responded in a short expression of thanks at the honor again bestowed and said he would continue to serve the Union as he best could.

In the same manner E. H. Van Schoiack of Elliott was elected vice-president.

George A. Stibbens received the nomination for secretary-treasurer and was elected by unanimous rising vote.

The governing board was elected as follows: F. M. Campbell, Randolph; W. W. Albright, Lewis; G. H. Currier, Prescott; D. N. Dunlap, Fontanelle; George R. Jones, Phelps City, Mo.; W. W. Pollard, Mexico, Mo.; Jno. H. Wayland, Salisbury, Mo.

Mr. Stibbens in responding to his election as secretary-treasurer thanked the Union for thus honoring him for the ninth consecutive time. He said he was sometimes uncertain as to whether he gave entire satisfaction, but that if he had made errors they came from the head and not from the heart. He had had the good of the Union at heart at all times. He had investigated railroad yards and inspection yards looking for information that might benefit the Union. As all knew, however, the railroad question was one difficult of solution. In speaking of claims against the railroads, he said there was no reason why the railroad companies should not give a clean bill of lading as is given to the wholesale grocer or any other similar business. The shortage losses last year were enormous and would continue to be large until a clean bill of lading is given by the railroads. In conclusion Mr. Stibbens outlined a plan which he thought would be most feasible for working along this line and this plan will be followed.

Mr. Campbell stated a case in which he had placed a claim for a shortage with the railroad company through Armour & Co. and the final result was that though he did not have his claim allowed yet the railroad company also kept the papers on which the claim was based. He felt that it was time the grain dealers should do something looking towards the protection of their interests.

Mr. Hill related an experience he had had with the landlord's lien law. A tenant having sold him some grain and kept the proceeds, which should have gone towards paying the rent, he had been obliged to make the sum good to the landlord. He

was unable to apprehend the tenant, as he had left the country.

The meeting resolved itself in an informal one with no action taken on the various questions discussed. A short session was also held in the evening, after which an adjournment was taken sine die.

ANNUAL NOTES.

Mr. Hill denied any preconceived arrangement with the president.

With Secretary Stibbens it was a return to the old stamping grounds.

Now all aboard for the meeting of the Union at Mexico, Mo., on March 29.

What is the attraction that Council Bluffs has that it always gets a full meeting?

H. G. Miller, secretary of the Nebraska Grain Dealers' Association, was a visitor in the morning.

T. A. Bryant guarantees that if you plant the seeds which he distributed, obtained on the recent New Orleans trip, southern roses will bloom in the spring time.

The commission men were: T. A. Bryant, representing Brinson-Waggoner Grain Co., St. Louis, Mo.; Geo. H. Lyons, Omaha, representative of Calumet & Western Elevator Company, Chicago; Jos. Norton, representing P. P. Williams Grain Co., St. Louis; F. L. Litty, representing E. H. Prince, Chicago.

The dealers who attended the meeting included D. Hunter, Hamburg; John R. Giles, Lenox; G. H. Currier, Prescott; C. M. Boynton, Creston; A. Hartman, Clearfield; A. R. Hill, Clearfield; W. W. Albright, Lewis; W. Dougherty, Red Oak; E. H. Van Scholack, Elliott; J. M. Campbell, Randolph; E. C. Kayton, Strahan; G. W. Wyant, Malvern; W. H. Eaton, Emerson; A. D. Swisher, Hastings; P. Kilmartin, Malvern; M. Hennessey, Orient; James Gault, Creston; Charles Davis, Pacific Junction; R. J. Edmonds, Hawthorne; T. J. Young, Macedonia; John Gilmore, Imogene; C. H. Harris, Bartlett; J. G. Turner, Cumberland; J. A. Kyle, Shenandoah; W. M. Hewitt, Lenox.

MANCHURIA WHEAT LANDS.

Russian aggression in Asia has not always concerned itself with land naturally rich in fertility; her policy seems rather to have been to absorb all Asia, without reference to the economic value of the several tracts stolen from time to time from their rightful owners. At any rate, large areas annexed to the Empire in central and western Asia must be considered as having strategic rather than economic value, for nothing has been done to develop them, if industrial development be possible. With Manchuria it is far different. We really know but little definitely of the country; but that little is enough to convince us that there, at least, "only man is vile"; there, Russia has grabbed at one of the greatest arable tracts of the continent outside of China and India.

There are two great valleys, those of the Liao and Sungari Rivers, traversed for a thousand miles by the Chinese Eastern Railway, terminating at Port Arthur. The valley of the Liao River, Consul Miller at Niuchwang says, now produces and exports \$10,000,000 worth of food stuffs annually on its 62,500 square miles of area, most of which is tillable and rich. It never has a crop failure. It is the greatest producer of beans and millet in the world.

The Sungari River Valley drains an area twice as large as does the Liao River, but it has not so much land proportionately that is tillable. The climate is about that of our Dakotas. Its soil is especially adapted to wheat, which has always been one of its crops. The grain is sown in the spring in rows, after the manner of the drill and not broadcast, and is cultivated with a hoe. It is harvested in September and October. All the native methods are primitive, of course, but the yield is 30 bushels per acre.

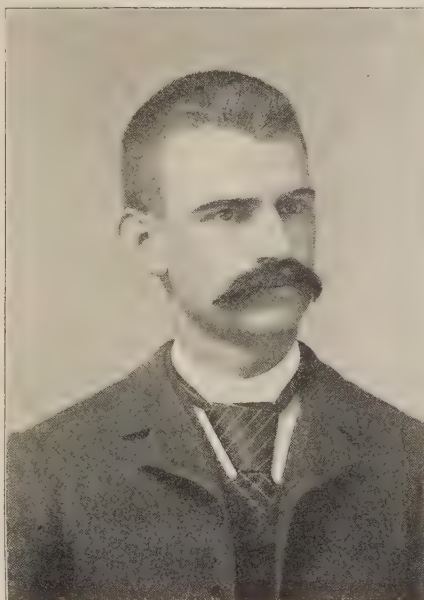
The quantity of wheat grown in the two valleys is now more than enough to keep the modern mills

at Harbin supplied for an output of 3,800 barrels a day, the surplus being sent to Russia. This wheat cost the mills at their doors in Harbin in 1903 from 37 to 42 cents (gold) per bushel, the flour yield being about 75 per cent.

It is verging on the hyperbolic to say with a daily newspaper enthusiast that Manchuria "when fully opened up and developed, will bring about almost a revolution in the international division of labor, and will change Britain's dependency on the produce of the American wheat lands into a dependency on Manchuro-Russian harvests. East will meet West, and the West will not like it;" but the possibilities of Manchuria are certainly very great with the country in the right hands. The Russians in Siberia may be that kind of men; but certainly those of Europe are not.

JOHN HOLBROOK.

The era of self-made men, so called, is not ended yet—nor ever will be, so long as men are; but it may be suggested that natural gifts as well as industry and thrift are essential to success. To say that a man has New England blood in his veins seems sometimes equivalent to saying he possesses



JOHN HOLBROOK, DUBOIS, ILL.

these essential qualifications by inheritance. At any rate John Holbrook of DuBois, Ill., came of New England parentage, though born (1865) at Belleville, Ill. Five years later his parents settled on a farm near DuBois, where their son was raised.

He supplemented his "red school house" education by a year's work at the Southern Illinois Normal University at Carbondale. He has been in the grain business now for four years, buying for H. & L. Halliday Milling Company of Cairo, each year's work showing an average increase in business done of about 75 per cent.

For lack of means he began in a rented warehouse; but the habits of industry and of strict integrity and justice to his fellows instilled in his New England blood, made him many firm and steadfast friends; so that after a few months he was able to purchase a warehouse; and last summer he built a small but thoroughly modern elevator, which with the original warehouse gives him storage room for 7,000 bushels of wheat, that being the only grain of which a surplus is produced in his vicinity.

There being no mill in DuBois, there is a good demand for flour and mill feed, which lines were soon added as legitimate side-lines, the supplies from local, that is, the nearby mills, not being satisfactory nor reliable. He soon learned to buy in car lots; and business has increased in this line so that now flour alone is bought by the carload.

Mr. Holbrook believes in the policy of "live and let live" and that organization will lead to better

harmony and good feeling among grain men and prevent many of the evils from which the business now suffers. He does business on those principles.

A WESTERN COMPLAINT.

President Hill of the Great Northern takes great credit for his rate of \$8 per ton on flour from Minneapolis to Hongkong. This is at the rate of 24c per bushel, 40c per hundred; whereas Tacoma grain men complain that Mr. Hill charges them 30c per bushel to haul wheat from Tacoma to Minneapolis, not half the distance the flour is carried.

The Washington flour millers and lumbermen also complain of the unfairness of the \$8-per-ton rate, and recently united in a joint protest,—

Resolved, That the prevailing usage of transcontinental railroads in making through rates by rail and water for foreign traffic greatly less than the sum of the two when separately employed, works irreparable injury to the seaboard industries, particularly of the Pacific Coast, with its younger population and higher cost of labor and fixed charges in all lines of business.

That the raw material being imported through our ports and delivered in the interior at approximately the same cost of transportation at which it is laid down here, and the manufactured products carried from the interior to the Orient on a similar basis of charges, is disastrous to our local industries and will of necessity prevent the development of those natural resources and advantages of location, etc., therefore

Resolved, That we believe the Interstate Commerce Commission should exercise the full measure of authority vested in it for the control of railroad traffic rates in export and import traffic as well as domestic; and in such exercise of its authority it should enforce the protection of each locality in the enjoyment of natural advantages of its location.

A REASON FOR POOR GRADING.

The wheat grown in South Dakota last crop was of so poor quality that the larger part of it graded No. 3 and rejected, with only a small fraction of the crop grading better than No. 2. This fact was brought out in the discussion of the local meeting of the Southern Minnesota and South Dakota Grain Dealers' Association held at Watertown on February 25. The principal cause for this deterioration in quality was found in the large amount of smut. Now smut being a disease or parasite of the grain, it may be partially eradicated by treatment of the seed before planting. Wheat with smut is weak, shriveled and unfit for milling purposes; hence a large share of the wheat of South Dakota for the past year cannot be milled without great expense and waste.

It was also claimed at this meeting that for the past thirty years, or until three years ago, the Northwest had the reputation of producing the best wheat for milling grown, but that during the last three years Kansas wheat has been the first choice of millers; and that if there is not something done to improve the quality of the South Dakota wheat it will be wholly unfit for milling within a comparatively short period.

This situation, then, was one of the things the grain dealers came to Watertown to discuss, says the local newspaper. The remedy suggested is the importation of new seed from the infection; and the farmers of South Dakota are urged to pursue this course and thus improve their grain, and if possible restore the prestige which has been lost by the South Dakota wheat.

The grain dealers in all their meetings this winter gave a good deal of attention to this matter of wheat improvement; the deterioration, which farmers do not recognize, being the real cause of the low grading at terminals of which farmers make so many complaints.

The grain men of Kansas City, almost to a man, signed the petition of the local school teachers, asking for better pay.

INDIAN CORN IN ARGENTINA.

[Extracts from Report 75, U. S. Dept. of Agriculture, on "Indian Corn in Argentina: Production and Export," by Frank W. Bicknell, special agent. The editor's condensations are enclosed in []'s.]

"The methods, or lack of methods, in growing and harvesting Indian corn in Argentina have a great influence on the success of the exporting business. All these differ widely from our own methods, even more than Argentine corn differs from ours. But progress is to be expected in Argentine corn growing, which is now a separate occupation, not usually carried on by one man in connection with other crops. More and better home use is likely soon to be made of the corn they produce there, and instead of sending the greater part of the increasing crop out of the country, Argentina will in the near future use much of its surplus corn to fatten cattle and hogs for domestic consumption and for export.

"In 1902 the area reported planted in corn in the entire Argentine Republic was 4,433,686 acres, but of this 3,963,897 acres were in the four provinces of Buenos Aires, Santa Fe, Cordoba, and Entre Rios, chiefly in the first two named. The area within which corn is now grown successfully and as a serious business is roughly bounded by a line drawn around points distant from the city of Buenos Aires about as follows: To the south 225 miles and to the west 250 miles, all in the Province of Buenos Aires; to the northwest 325 to 350 miles, into the Provinces of Santa Fe, and Cordoba, and to the north 350 miles, into the Province of Entre Rios. Still, a great majority of the best corn is grown within a much smaller area than this—within 75 to 150 miles of the Parana River and within the same distance of either Buenos Aires or Rosario, the chief corn markets.

"Outside the corn district just outlined, for 100 miles or more to the south, west, and north, corn is raised and will be raised in increasing quantities every year. Many parts of the great territories of the Pampa and Neuquen, to the southwest, and of the Province of San Luis, to the west, are showing unexpected agricultural value. Land in San Luis and northern Pampa has had a tremendous boom during the past year, being wanted chiefly for alfalfa pastures on which to fatten cattle.

"The cultivation of corn is a settled business in only a few localities where the greatest yields are secured. Otherwise it is unsteady and uncertain, depending upon the whims of large landowners who may decide to 'colonize their camp with maize'—that is, plow up the pastures and put the land into corn, or turn out the wheat raisers and bring in corn raisers.

"Wheat growing is going south, leaving the Province of Santa Fe, where it was first introduced, and is being succeeded by alfalfa, corn, and stock raising. This is extending more and more to the north, where colonists have been slow to believe they could grow corn successfully. One obstacle in the way of the country's development is that the farmers or 'colonists' are not progressive, being mostly very illiterate persons, who never did any farming before they came to Argentina. They do not read and are very slow to make any experiments or adopt anything new. So it is not always easy to get colonists who have had any experience in corn raising to put in the first crop. Very low rents and favorable conditions are offered at first to get colonists to show what can be done with the land. In other words, corn raising in Argentina is still in the experimental stage, with its possible extent and importance very imperfectly realized.

"Most of the corn grown in Argentina is raised north of latitude 36 south and largely in latitudes 35 to 33 south, while the corn belt of the United States is in latitudes 38 to 42 north—that is the best cultivated corn region of Argentina ends now at a point more than 100 miles nearer the equator than that of the United States begins. There are, to be sure, marked climatic differences in the corn regions of the two countries. Most of the temperate zone in Argentina south of latitude 36 south is considered too dry for corn, but this claim is

not well established. Superior wheat is grown there, and already it has been found that in some parts at least corn makes a good showing.

"With the present prospect that Argentines will soon begin to feed corn to cattle, that they will have hogs to fatten in the same way, and that the methods of corn production will improve, it is reasonable to expect that the production of corn will continue to increase very rapidly in Argentina. The profits of corn raising are sufficient, as the conditions and markets now are, to satisfy the man who works and plans as he should. If the additional inducements of profit from feeding and the good results of better culture are made clear to him, he may be confidently expected to take advantage of the rich opportunities presented by the fertile soil of Argentina. The exportation will, after a few years, not increase in proportion to the increased production. Feeding may be expected to consume an increasing quantity."

[Although the country and climate are well adapted for corn, the only natural disadvantage being that the farmer is liable to have too much rain during the gathering season, the ownership of the land in large tracts and the difficulty of buying small pieces operate against the system of diversified farming on American lines. The immigrant-farmer, generally from the north of Italy, is uneducated in corn culture, and takes rather more land as a renter than he can work well; but he is industrious, lives in a mud hovel, works like a slave, saves his earnings and is able to return in a few years to Italy a "capitalist." The owner of the land provides the land, machinery and animals, as well as negotiates a credit at the store to the extent of \$12 per month (per gang of four, say), and pays two-thirds of the cost of seed, harvesting and shelling; or, after he gets a start, the tenant himself furnishes everything and pays 16 to 22 per cent of the crop as rent.

Cash rent also is in vogue, running, for lands within seventy-five miles of Rosario, from \$1.25 to \$2.25 per acre (about). Some of the best corn lands near the Parana River rent for as much as \$4.50 per acre, one-half payable in advance, the tenant agreeing to use all the land and to properly cultivate it, to keep out noxious weeds and keep up its fertility.

The planting season is a long one—from August 15 (early) to January 15 (latest), though December 20 is considered the latest safe date. The earlier the planting, the better weather the corn is likely to get for maturing, ripening and drying for marketing.]

"Farmers are usually in a hurry to get their money and so are apt to gather their corn too soon and have it shelled too soon. Shippers are eager to get cargoes off while the weather is dry, and this stimulates premature marketing. It is in the harvest season that the Argentine farmer has his greatest trials. Almost invariably he has more than he can gather without extra help, and that is difficult to get. Often, to save time and realize on his crop sooner, he arranges to shell directly from the field, rushing his grain to market before it has had any chance to dry. When this is not done—and oftener it is not—the corn in the ear is put into a crib, called a 'troja,' which is a round receptacle made of poles stuck in the ground with wire and cornstalks woven in among them, making a sort of bin, not always covered. This being more or less open gives the air opportunity to circulate through and dry the corn, especially if the troja is thatched over. The trojas serve the same purpose as our cornercribs do. The corn is gathered into sacks in the field and carted to these deposits. It is never husked into a wagon box in the field, as in the United States. The sacks of ears, husked, weigh about 143 pounds, and the men are paid by the sack for husking. Ordinarily the men are paid about 8 cents per sack and boarded, or 10 cents per sack and board themselves, but this year the demand for help has been so great, owing to the immense crop, that prices for husking have gone to about 11 cents per sack and board, up to as high as 16 cents per sack without board. A man will gather 8 or 10 bags per day. This year's crop is

the largest the country has ever had and prices are very good—about 40 cents per bushel; but the farmers are suffering heavy losses because they have been unable to get men to work in the harvest. Even better prices than those quoted have been offered and the cities are full of idle men, and still the corn is rotting in the fields. These prices for labor may not seem high to a farmer in our country, but farm laborers in the Argentine Republic usually get about \$13 a month and their board, which costs their employers but a very small sum, not more than \$4 a month at the most, and usually less. It is estimated that the cost of gathering, shelling, and bagging is about 13 cents per bushel.

"Shelling is usually done alongside the trojas, which hold from 1,500 to 3,000 bushels of corn in the ear. Sometimes the corn is shelled at once, without any opportunity to dry, or it may remain in the troja several months. It has been found best by experience that the least possible time should elapse between the time of shelling and loading on shipboard, and the Argentine Department of Agriculture has so advised. 'It is better to run the risk of some extra cartage during the winter when the roads are bad,' says one man of wide experience, 'than to let the grain become heated in bags when deposited in a warehouse.' Nevertheless, farmers are more apt to shell their corn as soon as they can get a machine. In many instances the man who runs the machine also buys the grain on the spot, paying 19 to 35 cents per bushel shelled and making no charge for shelling or bagging. Prices for shelling range from 1½ to 2¼ cents per bushel. All corn, as well as wheat, is shipped to market in bags weighing in the neighborhood of 150 pounds. These are coarse burlap bags and are worth about 10 cents each."

[Slovenly as is the system of culture, the yields are sometimes surprising. Where the best system of cultivation is practiced, yields of 70, 90 and even 110 bushels per acre are not uncommon; and in the "preferred corn area,"—the high alluvial lands between Buenos Ayres and Rosario, within seventy-five miles of the Platte and Parana Rivers,—50 to 60 bushels may be called the average yield. The entire corn area of the Argentine Republic planted in 1901 was 3,473,722 acres, yielding 84,018,265 bushels, or 24.18 bushels per acre, of which 46,843,282 bushels were exported. This crop was grown between September (1901) and March (1902) and 90 per cent of it was marketed between March and October, 1902. The average planted in 1902 was 4,433,683 acres. This would be a gain in acreage; but it was estimated that only about 75 per cent of that crop would be exported, owing to some decline in price.

The industry is, at best, somewhat uncertain, the acreage depending largely on the price of the previous crop; besides, the larger land owners are now endeavoring to get immigrant tenants who will feed corn to stock on the American plan and these are willing to pay a premium for that kind of farmers.]

VARIETIES OF CORN GROWN IN ARGENTINA IMPORTANT IN COMMERCE.

"Although eight varieties of corn were recognized by the Argentine Rural Society in its catalogue for the agricultural show in May, 1903, only four or perhaps five kinds are recognized commercially. They are here described.

"Yellow.—This is the common kind which forms 90 to 95 per cent of the crop and is practically the only kind recognized in European markets. This is a smallkerneled, long and slender eared sort, very much the same as our flint corn. The kernels are very hard and smooth, but it is a very heavy, rich, strong grain and it does not absorb moisture as the softer-grained varieties do; hence it stands a long ocean voyage better. It is highly valued for distilling and for fattening. For the latter purpose it is usually partly crushed, as it is so hard that animals do not masticate it readily. The plant is very sturdy and prolific, usually bearing two or three ears.

"Yellow corn goes by various names, the most significant being 'Cuarenton' and 'Cincuentino,' from the Spanish words 'cuarenta,' meaning forty,

and 'cincuenta,' meaning fifty. The name is applied signifying the number of days required to begin the formation of ears.

"Morochó."—This is a white corn, otherwise somewhat similar to the yellow—small, smooth, and flat. It is preferred for horses, as it is said to be strengthening without being fattening. It is not equal to the yellow corn for distilling.

"Polenta."—Polenta is a Piedmontese variety, which originally is small and red, with a smooth, flat grain. It is used to make meal for table use, especially for a sort of mush, of which the Italians are very fond, and from this it gets its name, the Spanish word 'polenta,' meaning corn-meal mush. After a few crops this variety degenerates into ordinary yellow corn and fresh seed must be imported. It is seen in all degrees of purity and its cultivation is increasing.

"Pisingallo."—This is a small-kerneled, small-eared, white-flint, chiefly from tropical regions. A very good quality, but little grown.

"Criolla."—Maize criolla, or native corn, is an inferior variety, grown in the northern part of the country, in the provinces of Cordoba, Santa Fe, Corrientes, and Entre Rios. It is yellow, smaller than the other varieties, smooth, and very hard. It is too hard for horses and is of little value for distilling. It yields poorly, has an extraordinary amount of husk and stalk, and ripens slowly. Its chief recommendation is that it is immune from the attacks of locusts, unless they get it in tassel, fresh. It is often sown in case of failure of some other crop, as sometimes happens with corn of other varieties. It is sown as late as the 1st of December and requires sixty days to form ears. The corn brings a poor price in the market and but little of it is offered.

"Some of the large North American corn, both white and yellow, commonly called 'horse tooth' corn, has been tried in Argentina, but it is not yet popular. They think it is not as strong as the flint varieties they have been raising, and no doubt it will not do as well when crowded as they plant it. It is claimed that our dent corn degenerates in Argentina. But some farmers have a desire to try our varieties and our system, and they will soon get into it. Recent experiments, especially the one by Dr. F. R. Cibils, the well-known Argentine agricultural writer, chief of the Division of Commerce and Industries of the Argentine Department of Agriculture, have shown the adaptability and value of North American varieties in Argentina.

"An experiment was made during the season of 1901-2 with twelve varieties of corn, six of them North American, near Pehuajo, 225 miles west of the city of Buenos Aires, on the Western Railway. The results were not as satisfactory as expected, owing, it is said, not so much to the lack of adaptability of the varieties as to the unfavorable weather of the season. The unusually heavy rains of October and November prevented the plants from getting a good start, and at the end of December they were injured by withering heat. Yet some good results were secured, to be the basis of future experiments. It was demonstrated that the large North American dent corn will give splendid results in Argentina if rightly cultivated in seasons not unfavorable to corn growing."

[It must not be understood that the corn regions referred to above are the only ones adapted to corn culture: only that these are the better known now. On the frontiers (areas beyond the present limits of the railway map) are promising corn lands to some extent already tested to the crop. In the territory of Misiones, a northeast corner, between Paraguay and Brazil, more than 200 miles nearer the equator than New Orleans, some fine corn has been grown, though now, for want of transportation, raised only to be fed to pigs and chickens. Other sub-tropical provinces have done as well; while the great territory of Pampa, lying southwest from Buenos Ayres, with its port at Bahia Blanca, is looked upon by some experts as a future "granary of the world," which is already growing good crops of corn.]

Send us the grain news of your town and county.

E. C. NORTHWAY.

There are in the grain business in the West a great many men who, to put it in a homely way, do the hard driving without owning the team. They are the men whose personal integrity and industry make possible the operations of the "line companies," who, as one not infrequently thinks, do not always appreciate men at their real value, at any rate as expressed in terms of dollars and cents.

E. C. Northway now at Bladen, Nebr., who has represented several operators, is a native of the Western Reserve of Ohio where he was born on January 7, 1865. He went to Nebraska in 1883, and on May 1, 1884, took charge of a grain elevator at Dorchester, where he remained three years. Then he took a position in the cleaning house of Kendall & Smith at Rulo, from which place he went to Ong.

His first employment at Ong was with Thos. Cochran & Co. (1891-95). In 1894 and 1895 there were crop failures and the elevator was closed in September of the last named year. It was reopened, however, in July, 1896, under lease, by E. McCann, with Mr. Northway as manager.

In 1899 Mr. Northway went to Bladen to manage a house for W. C. Moore. Mr. McCann subsequently



E. C. NORTHWAY, BLADEN, NEBR.

bought the elevator as well as another at Campbell, placing Mr. Northway in charge of the last named house in October, 1899, where he remained until 1903, when he had a bad fall in the elevator, in consequence of which he was disabled for some weeks. On recovering, he again went to work for Mr. McCann (July last) at Bladen, which is now his home.

QUINQUENNIAL FARM CENSUS.

One result of the repeated complaints of the public that the government crop reports are unsatisfactory was the introduction in the senate of a bill by Senator Hopkins of Illinois to provide for a quinquennial agricultural census. It was discovered that such a census would cost quite a large bunch of money each time it should be taken; and although Congress seems to think Uncle Sam now has money for almost every other purpose, the manager of this particular bill balked at the cost, and the plans have been modified to get the states themselves interested to join the general government in making special enumerations aided by the census bureau.

But the state enumerations are not very valuable in any lines of business, agricultural or industrial, for the reason that there is no uniformity of matter, manner or method, so that in any of the problems of manufacture and agriculture, wages and other kindred topics, it has been almost impossible to make any comparison between one state and an-

other. In the matter of wages received, for instance, one state has figured net wages and another gross wages, and few have figured at all. The census office is therefore entering the field for the purpose of straightening out the tangles now so numerous. In every state where enumerations of any sort are taken the census bureau will be at the call of the states for information touching the best methods of taking enumerations and plans will be laid that will not only be uniform but will, as far as possible, be fixed for all time. These figures collected will come to the bureau so that hereafter a set of figures can be had relative to any particular branch of enumeration and upon any problem involved in it.

In developing this scheme it is hoped Senator Hopkins's crop enumeration will not be lost sight of.

INVESTMENT AND SPECULATION.

The "Theory of Investment and Speculation" is the title of an interesting and instructive little book by Rolin E. Smith, member of the Chicago Board of Trade and Minneapolis Chamber of Commerce, and late of the staff of the Commercial West. It is graced by a motto from the parable of the talents: "And he that received five talents went and traded with them, and made them other five talents." This sounds easy and, perhaps, looks easy; but the experienced know only too well that unless there is the "trading temperament," there is nothing so hard for a man to do as to invest money without losing it, to say nothing of making money by speculation.

Mr. Smith's book is especially addressed to the uninitiated. Six classes of investments are named, and their special characteristics, their strength and their weaknesses explained, to-wit, savings bank deposits, mortgages and bonds, real estate, mining stocks, get-rich-quick schemes and grain and stocks. But the greater part of the book is devoted to the science of speculation—not that he advocates speculation; but agreeing that most men will speculate, —take some risks in order to increase their capital by quicker methods than letting it earn interest only,—his purpose is to point out some of the stumbling blocks in the way of the inexperienced and to give them such points as one may of the methods pursued by the successful speculator. This is a difficult task, of course, but one not wholly supererogatory.

Eight of the nine chapters of the book are devoted to this branch of the general subject: "Speculators and Their ways," "Looking Over the Speculative Field," "Wheat," "Crop Reports," "Errors that Are Easily Made," "Some Suggestions to Traders and on Trading," "Miscellaneous Market Features," "The Chart as an Aid in Trading."

Mr. Smith cannot be said to have given us an infallible guide to successful speculation; but he has given the reader much good advice which if followed thoughtfully will either divert him wholly from the speculative field or lead him into its narrower paths. Not the least valuable bit of this advice is this: "Learn to think for yourself;" and "the trader should select his broker with the same care that he does his banker. The broker should be an adviser, as far as consistent; yet the trader should be cautious lest the advice tend too much toward commissions. The broker is in such sympathetic touch with the market that he can often detect the culmination of an advance or a decline, or the spots where one should take profits, or buy or sell."

It is published by the author; paper, 107 pp.; price, 50c.

In the corn exhibits at Decatur during the recent Institute, Peter Sutton of Macon County was awarded the sweepstakes medal for the best white corn grown in the state. W. E. Johnson of Menard County was given the medal for the best yellow corn. Other prizes, amounting to \$500 in cash, were awarded. The prize corn will be taken to the World's fair to be exhibited as the best corn grown in Illinois.

GRAIN PRESSURES IN BINS.

[Extracts from a paper by J. A. Jamieson, C. E., Mem. Can. Soc. C. E., read before that body at a meeting held in Montreal in December last.]

The comparatively recent change in the materials of construction of grain storage bins has made the question of grain pressures one of great importance at the present time. Until within a comparatively recent date, practically all grain elevators on this continent were built of wood, the storage bins being of laminated, or cribbed, construction, formed by building a number of walls both longitudinally and transversely of the building. The walls were constructed of plank 2" thick, laid flat and spiked one to the other, and from 6" to 8" wide, according to the quality of the material used and the size of bin required. The width of plank, or thickness of wall, decreased towards the top, and the walls were spaced 12 to 14 feet apart in both directions, thus subdividing the storage space into deep bins 12 to 14 feet square and 60 to 70 feet deep.

So long as this construction and size of bin was maintained, there was no great urgency for knowing accurately the lateral pressures produced by grain, as the thickness or necessary strength of the walls to safely resist the lateral pressure, and the strength of the hopper bottoms of the bins to carry the vertical load had been well established by practice.

With a wooden bin wall of sufficient strength to resist the lateral pressure, the wall had ample area as a column to carry the vertical grain load transmitted to it by friction. This form of bin construction has been in use practically from the inception of the grain elevator system on this continent, and in many respects is admirably adapted for the purpose.

The defect from a structural point of view was its lack of vertical rigidity, by reason of the shrinkage of the wood and the compressing of the many horizontal joints during the first loading of the bins, which usually amounts to a settlement of 12 to 18 inches in 70 feet, thus necessitating very great care being taken to distribute the grain load when first filling the bins in order to prevent undue strain of the structure. When, however, the initial settlement has taken place, no further precautions are necessary.

[The fatal defect of wood construction is the fire risk, with the increasing cost of insurance and timber; and the consequent use of other materials of construction has emphasized the need for positive data on or knowledge of grain pressures under all work-conditions. This knowledge has been sadly lacking, even in America, where the elevator system has reached its highest development. Not that American elevator engineers and designers have been groping in the dark; but their knowledge has been rather more empiric than the result of deliberated investigation.]

It has been well understood by experienced grain elevator engineers that grain stored in bins of standard dimensions (12 to 14 ft. square and 60 to 70 ft. deep) produced comparatively small vertical and lateral pressures, and that much the greater part of the grain load in the bin is carried by the walls, and only a small part on the bin bottom, and that this is due to the friction between the grain and the bin walls.

Very few, if any, have, however, realized to what extent this was governed by ratio of breadth to depth of bin, and the ratio of the horizontal area of the grain column to the area of the bin walls; and therefore to what extent the vertical and lateral pressures are increased, due to increase of horizontal dimensions of the bin.

[This want of data has led some engineers to build experimental tanks or bins at large expense which have been tested by the "fit and try" process by which their knowledge of the strength of good bins was obtained. Engineers thus seldom fail to produce satisfactory results, if supported by their clients; but these, unfortunately do not always do so, preferring cheaper construction, perhaps, with its risks.]

Most of the experienced elevator designers, know-

ing the very heavy loads that have to be carried in grain elevator or storage structures, have hesitated to depart from the standard sizes of bins. Unfortunately the demand for cheap storage and low insurance rates, has brought men into the field without either engineering knowledge or grain elevator experience, who have undertaken the design and construction of storage tanks apparently built by pure guess work, or at best, on some indefinite percentage of water pressure, with the result that in most cases serious weaknesses have developed and in others total failure and serious losses have occurred. This has frequently been the fault of the prospective elevator owner to whom low first cost of construction is often the chief and sometimes apparently the only consideration.

If the experienced elevator builder declines to undertake this class of construction, inexperienced men may readily be found who are willing to do so. The fact, however, must not be lost sight of that a grain elevator or storage bin structure, due to uneconomical design, may be both high in first cost and structurally weak, while another design may be much lower in first cost and of ample strength.

[Most engineers realize that the science is too broad for one mind to grasp all its details and are willing to admit ignorance of some of them.]

There have, however, been exceptions where certain gentlemen without sufficient experience or previous study of the subject, accepted a brief to act in the capacity of experts on grain elevator problems and without making tests and ignoring information and records of special tests supplied to them, arbitrarily assumed hydraulic pressures and made an unfavorable report based on the assumption that a grain elevator was intended for the handling and storage fluids, instead of a granular material, and at a later date apparently assumed the pressures produced by chaff as a basis for their further calculations, and reported favorably on a tank design that will neither safely withstand grain pressures nor 10 per cent of fluid pressure.

It is quite safe to state that very few engineers would make the mistake of applying the fluid pressure theory to grain or other granular substances stored in deep bins. To do this it is necessary to ignore the well-known fact that strictly granular materials when placed on a level floor, will form a pyramid or cone with sloping sides, at a considerable angle from the horizontal, clearly indicating considerable friction within the mass. It would be also necessary to ignore all the known published data in regard to friction between different solids and granular substances, and also the many structures throughout the country which have been safely used for years for the storage of grain, coal, etc., but which would not stand the tests of fluid pressures.

With a view to showing the difference between designing a bin, or series of bins, for the storage of grain or for the storage of a fluid, if we take a bin say 12 feet square and 72 feet deep, with a co-efficient of friction between grain and the bin walls of .468 when filled with grain, the vertical pressure will be only 15% and the horizontal pressure only 9% of the pressure that would be produced by a fluid of the same specific gravity as grain. Therefore, the bin bottom will only require to be 15% of the strength to carry the vertical load, and the walls to resist the horizontal pressure only 9% of the strength. The walls, however, require to have sufficient strength, acting as a column, to support over 86% of the total weight of grain in the bin; while if used for the storage of a fluid, the walls would have no load to carry beyond their own weight. On the other hand, it is quite practicable to design and build a tank or standpipe that will have an ample margin of safety when filled with water and that would undoubtedly fail when used for the storage of grain.

In order to show the importance of the question from a financial standpoint, it may be stated that if the bin structure of the Montreal Harbor Commissioners elevator was designed and built to safely withstand fluid pressure and at the same time safely carry the grain loads, the cost would be at least

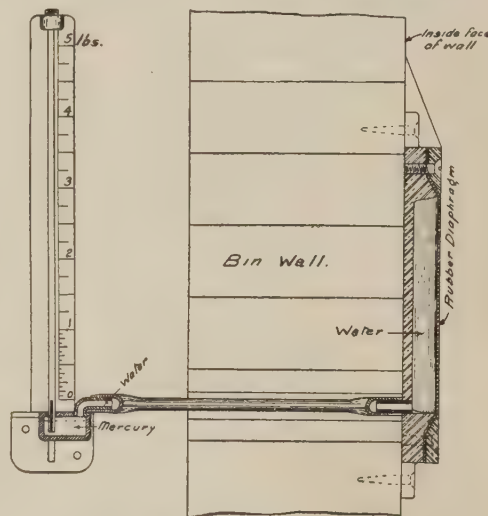
\$200,000 greater than if designed for the storage of grain with a factor of safety of 4. It would therefore seem that in cases where so much money was involved, and when the question of the proper design to meet the requirement of an important link in the transportation problem was at stake, the question would have been worthy of careful investigation.

We therefore have as the two extremes, tanks apparently designed to hold chaff, and those of the expert fluid pressure theorist, who would have grain storage bins designed to hold water.

In view of the wide divergence of opinion and the lack of accurate published data on which to base calculations for the strength of grain storage bins, the serious losses that have occurred and the consequent lack of confidence caused thereby, the author believes that all engineers and owners interested in grain elevators and the storage and handling of grain, will agree that a full investigation and systematic series of tests to ascertain the manner in which grain loads are carried and the pressures produced by grain, are very urgently required.

[The author, therefore made a systematic series of tests and calculations to ascertain the facts under discussion, which he presents in the paper, first reviewing briefly the imperfect data already accumulated in Great Britain and Germany from 1882 to date, which is by no means considerable or conclusive.]

On first consideration the problem seemed almost too difficult to undertake on account of there being no known appliance suitable for the purpose of making the tests and the time and expense involved. The first and most difficult problem to be met was the design of the testing appliance to make the tests in a full-sized bin which would meet all requirements as to accuracy, decrease as well as increase of pressure due to the movement of the grain, and would record the pressures in different parts of a bin under all working conditions.



HYDRAULIC PRESSURE DIAPHRAGM AND MERCURY PRESSURE GAUGE FOR MAKING GRAIN PRESSURE TESTS.

Several styles of weight scale-levers and beams were first designed, all of which were open to serious objection and the difficulty seemed unsurmountable until the author conceived the idea of using a hydraulic diaphragm and a mercury or water column gauge, the first of which could be placed inside the bin at any given point either on the sides or bottom, with a tube leading through a small hole in the wall to the gauge, and therefore ascertain the pressure per square inch, either vertically or laterally, at any point of the bin. This appliance was immediately designed, care being taken to get the pressure face of the diaphragm, which was made of pure sheet rubber as large as practical, so that there would be no receding of the face by displacement of the water, owing to the pressure raising the mercury in the small gauge glass. When this appliance was manufactured and tested, it was found to be an accurate and sensitive weighing machine, and it is believed that no more

suitable or accurate testing gauge can be found for the purpose.

On the 10th of April, 1900, and following days the tests were carried out in the full-sized bins of the Canadian Pacific Elevator at West St. John, N. B., the inside dimensions of the bin being 12'x13' and depth above the hopper bottom 67' 6"; the grain being used was Manitoba wheat, weighing 49.4 pounds per cubic foot.

The hopper bottom of the bin was first filled with grain and leveled off. To obtain the later pressure the diaphragms were then placed in position against the walls a short distance above the hopper bottom, with the face vertical, and on top of a small platform attached to the hopper bottom with face horizontal, to obtain the vertical pressure.

The gauges were set up in an adjoining bin, a small rubber tube forming the connection between the diaphragm and the mercury cup of the gauge, the diaphragm and tube being completely filled with water. The grain was then weighed and run into the bin in the usual manner, the first draft having a clear drop of 70 feet. Each draft weighed 30,000 pounds and gave a depth of 3' 9" in the bin. The gauge was closely observed as the grain was running in, and the maximum readings taken and recorded as each draft was complete, until the bin was filled. The gauges and the grain were then allowed to remain for about 18 hours, at the expiration of which time there was practically no change in the reading of the gauge. The grain was then drawn out of the bin and the gauge closely observed and the readings recorded as each 30,000 pounds were weighed out, the maximum readings during the draft being taken. The grain was drawn off at the rate of 9,000 bushels per hour. The pressures fluctuated considerably as the grain was being drawn out, with a maximum increase of 4% over that obtained when filling the bin or when the grain was at rest. The position of the diaphragm was then changed to near the corner of the bin and the above procedure repeated with practically the same readings as in the first test. During the running out test, the valve was suddenly closed several times, stopping the downward movement of the grain. This gave a slight increase of pressure, and when the valve was again opened a corresponding decrease of pressure. The pressures obtained both vertical and lateral were then plotted, the maximum readings of the different tests being used.

INDIANA SHIPPERS ORGANIZE.

Eight organizations of the state interested in the shipping business met at Indianapolis at the Board of Trade on March 9, the object in view being to effect a central organization of shippers in which these auxiliary organizations may be represented and through which they may act. Plans were discussed by which better shipping conditions might be secured through favorable legislative action. D. T. Bacon of the Shippers' Protective League was elected temporary chairman and C. B. Riley of the Indiana Grain Dealers' Association, temporary secretary. The next meeting will be held in Indianapolis at the call of the secretary. The twenty-five representatives present were from leading points in the state, including Terre Haute, Fort Wayne, Peru, Middletown, Noblesville, Lafayette and New Castle.

The final award has been made of the \$200 trophy cup offered by the Farmers' Tribune of Des Moines for the best exhibit of corn by any Iowa corn club at the short course in corn judging held at the college at Ames, Ia., during the winter vacation, the trophy being won by the Muscatine County Institute team. The trophy is a silver loving cup.

Strange things have occurred in the grain business of late. Last summer Toledo shipped No. 2 red wheat to Chicago. Later Chicago shipped some of it to St. Louis, and now St. Louis is shipping some of that same wheat back to Toledo. It's nice No. 2 red, and St. Louis has quite a stock of it. Parties there have been selling May here, which has caused it to sell closer to Chicago May.—King & Co., February 27.

COURT DECISIONS

[Prepared especially for the "American Elevator and Grain Trade" by J. L. Rosenberger, LL. B., of the Chicago Bar.]

Rights Where Part of Hay Only is Delivered.

Where a contract is apportionable, as is a contract to deliver ten tons of hay by installments, or at different times, if the party to make the delivery, without fault of the other party, fails to deliver all the hay, but delivers a portion of it, and the portion delivered is accepted and used by the other party, the Court of Appeals at St. Louis, Mo., holds (*Briggs vs. Morgan*, 78 Southwestern Reporter, 295) that the party making the partial delivery is not entitled to sue on the contract, but may sue for the value of the hay delivered and accepted under the contract and recover its value, not exceeding the contract price. If the other party was damaged by the failure of the party suing to deliver all the hay contracted for, he may plead such damages as a set-off.

Damage for Delay in Delivery of Telegram Causing Loss of Sale above Market.

Where the negligent delay of a telegraph company in the delivery of a message delivered to it for transmission by a party results in the loss to the party of a sale of a quantity of corn at a price above the market value of the corn at the time and place it would have been delivered, had such sale been made, the Supreme Court of Nebraska holds (*Western Union Telegraph Co. vs. Nye & Schneider Grain Co.*, 97 Northwestern Reporter, 305) that the measure of damages is the difference in value between the price the party would have received for the corn, had the sale been made, and the market value of the corn at such time and place of delivery, unaffected by the price at which the party may have disposed of the corn after that time.

Frightening of Team by Gasoline Engine in Elevator.

On a traveled way across railway station grounds, on which there was also a grain elevator, a team of horses was frightened by the exhaust explosions of a gasoline engine used in the operation of the elevator and ran away, resulting in an injury, for which it was sought to recover damages. There was evidence tending to prove that the muffler in use and intended to muffle the sound of the exhaust was ineffective for the purposes intended. The contention was that the elevator company was negligent in the matter of the use and operation of its elevator and the engine therein located, thereby creating a nuisance, of which the injury sued for was the proximate result.

Taking the facts as shown by the record in this case, the Supreme Court of Iowa says (*Wolf vs. Des Moines Elevator Co.*, 98 Northwestern Reporter, 301) that it thinks it cannot be doubted but that the elevator was located at a place where it might properly be. So, too, as the court thinks, the use of a gasoline engine in connection with the operation of such elevator was proper and lawful and could not therefore be said to have been of itself negligent. The use of gasoline in the creation of motive power has become general throughout the country, not only in the operation of mills and factories, but as well for the purposes of locomotion; and there can be no grounds upon which to predicate at this time a holding that such use is in and of itself wrongful. As in the use of steam and electricity, it becomes wrongful only when the use is attended with negligence. But whether, under the facts disclosed, there was negligence in the use and operation of the engine in question should have been submitted under proper instructions to the jury for a verdict.

Counsel for the company made the point that a recovery must be denied to the party suing in any

event, for that at the time of his accident he was not traveling a public street but was on private grounds. The Supreme Court, however, does not share in the view thus taken. It says that the use being made of the way was well known by all and acquiesced in by the railway company and its tenants, including the elevator company. The party suing was not a trespasser, therefore; and the fact of his use of the way could in no sense be said to have involved a want of proper care on his part.

Removal of Boys From Empty Grain Cars.

A boy about 12 years of age—rather small for his years—went with some other boys into an empty box car standing in the yards of a milling company to gather up the wheat left therein when unloaded. While other boys had been in the habit of going into these empty cars and gleaning the loose wheat and corn left therein, this was this boy's first visit. The company, however, had been annoyed by the boys, and had ordered an employee to keep them out. Just what the employee did on this occasion was disputed, but this boy was injured, and sued the employee and milling company for damages.

The action which the boy brought was for trespass against his person, and, although he was a trespasser in the car, the supreme court of Missouri, division No. 2, says (*Emmons vs. Quade*, 75 Southwestern Reporter, 103), this did not justify the milling company and its employees in assaulting him with a club, nor did it justify them in imprisoning him in the car, as the employee testified he was endeavoring to do, in order to turn him over to the police. Although trespassers, these boys were guilty of no criminal offense, and there was no evidence that they were. There was not even a suspicion that they were guilty of any criminal offense which would justify the milling company or its servants in imprisoning them; and when the employee admitted that he was endeavoring to imprison this boy and his companions, in order to turn them over to the officials of the law, and, in his effort to do this, so frightened this boy that, in his effort to escape, he fell and broke his arm, he was guilty of an unlawful trespass against the boy. His act was a wrongful and unlawful assault, and he and his principal (the milling company) were liable for the necessary and natural consequences of the unlawful effort to arrest him. The police officers would not have been authorized to arrest him, without a warrant, for a misdemeanor not committed in their presence, and it was not insisted that there was the slightest suspicion that he had committed a felony.

Moreover, the court says that before the employee and the milling company were justified in using force to remove the boy from the car, it was their duty to have first ordered him to leave, and given him a reasonable opportunity to do so; and even then they could only use such force as was necessary for that purpose, and as this was a small boy, of only 12 years, and the employee a grown man, his removal could easily have been effected without the use of a club, and without imprisoning him in the car.

Instructions which in effect permitted the jury to find for the employee and milling company if the boy was injured by his own contributory negligence in getting out of the car, the court holds were erroneous, contributory negligence being no defense to an unlawful and intentional assault. Besides, the court holds, it was improper to charge that the employee and milling company were authorized to "drive" the boy—a child only 12 years old—without requiring them to notify or order him out of the car, and without limiting the amount of force that they might lawfully use. Lastly, considering the age of the boy, and his want of experience, and the uncontradicted facts that he had never been about the cars before that day, and the sudden closing of one door of the car, and the appearance of this employee with a club before the other, the court says that the facts tended strongly to prove at least an unlawful assault, for which the employee and the milling company were liable, even if the employee did not strike the boy with the stick, which several disinterested witnesses testified he had in his hand when the boy fell out of the car.



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This paper has a large circulation among the elevator men and grain dealers of the country, and is the best medium in the United States for reaching persons connected with this trade. Advertising rates made known upon application.

CORRESPONDENCE.

We solicit correspondence upon all topics of interest connected with the handling of grain or cognate subjects.

CHICAGO, ILL., MARCH 15, 1904.

Official Paper of the Illinois Grain Dealers' Association.

THE FARMER UNDER ALL.

Various as are the industries of this big country of ours, the great fundamental one is, of course, the farm, which in 1903 produced crops of cereals, hay, meat, etc., to the stupendous sum of \$4,715,000,000—figures whose material significance is beyond mortal comprehension; and yet even this vast sum does not include the reserves of stock fed on the farm during the year. It is no wonder Secretary Wilson, with the pride of his department, exclaims that it is the farmer who has paid the foreign bondholders and who saves the "balance of trade" from year to year.

This is very pleasant to rhapsodize over; but as commonly expressed by the publicist with partisan leanings, some facts are generally obscured. Let it not be forgotten that the farmer is not the sole "producer" of the grain he grows. On his farm, even at his railroad town, his surplus of grain over and above his own food is worthless until those other "producers," the grain dealer, the transportation lines, the commission merchant, the miller, etc., have each done their parts to prepare the grain for ultimate consumption and put it into the hands of the consumer. The farmer is too apt to take the view that it is his labor alone that gives value to the products of his own farm. This is not true. The farmer is not a Crusoe; and production outside of Crusoe's island is a social process; and the production of the wealth represented by corn, say, is quite as dependent on the labor of the town or city man as upon that of the farmer himself, since without the former to give it place and form value, the grain would, except to a very limited extent, be valueless.

The grain dealer, the commission man, the transportation lines, the miller, etc., are all

parts of the productive system and worthy of their hire, which they honestly earn—often with more sweat of the brow and wear of brain and nerve than the farmer suffers. So let's have an end to this twaddle about the farmer being an Atlas and that he "pays all the freight," and that all others prey on him. There are others; but though some city men are indeed parasites on the economic body, they prey rather more on their fellows in town than upon the farmer.

REPORTING THE FACTS.

The criticism has been made of the news columns of this paper that so many farmers' elevator projects are noticed there. True, quite a number are mentioned from month to month; but it must be remembered that the editor is not responsible for them. He does not encourage their being; he simply reports the fact that farmers' companies or their buildings have come into existence by the acts of other people. It is a newspaper's business to record facts, whether they be pleasing or the contrary, if the facts are worth reporting. And surely a reader of the "American Elevator and Grain Trade" does want to know every fact that the paper can obtain bearing upon his business, even remotely. That is what he buys the paper for, we take it. On one or two occasions, the editor has been misinformed, and has been promptly corrected by some reader, to whom he is especially obliged for the kindness; but nothing can be gained, no interest subserved or conserved, by suppressing so important a matter as the multiplication of competitors, some, as often happens, of an objectionable character.

The farmers' elevator movement, especially in Illinois and the West, is, we believe, entirely factitious, but it is here for the time being. It is a problem temporarily confronting the trade, which is not to be solved by ignoring it so much as treating it in a common sense way, and by removing the causes, if there be removable causes, which contribute to its existence. Of course, nothing but experience or time or happy accident can relieve the discontented or suppress the envious or selfish interests involved in the systematic promotion of the movement.

ILLINOIS RIVER IMPROVEMENT.

The closing of the Ill. & Mich. Canal, which seems conceded, withdraws the competition the railways of northern Illinois have had with a water-way through all their existence and interrupts the continuity of water-way transportation from Chicago to the Mississippi and the Rock River Valley, anticipated in the construction of the Hennepin Canal, to be finished during the coming season. Nothing, we believe, can now restore the status of the I. & M. Canal; but a survey has already been made for canalizing the Illinois River from the Chicago Drainage Canal at Lockport, an improvement that could be made at a very moderate cost, even compared with the cost of rehabilitating the I. & M. Canal on modern lines. This improvement should be urged by Illinois upon Congress; for if it be true, as estimated by competent persons, that the competition of the I. & M. Canal saved shippers of Illinois alone no less than a million dollars an-

nually in freight charges, the economy of the canalization of Illinois River cannot be disputed. The time is now apropos to push this project at Washington.

JUNE MEETINGS.

Remembering, perhaps, that in June, if ever, come perfect days, when all the earth is in tune with the orchestra that discourses at Whitefish Bay, the directory of the Grain Dealers' National Association has changed its date of meeting from October to June 22, 23 and 24 at Milwaukee: The change was made in deference to the wishes of many who remember that after all the annual meeting of the Association is largely a social event, for which the fine weather of June is more conducive than the uncertain days of October, which in this latitude may or may not be fair.

Other important trade meetings listed for June are the annual meetings of the Kansas State Association at the Midland Hotel, Kansas City, on June 6 and 7, and of the Illinois Association, at Decatur, on June 14 and 15. The annual meeting of the Ohio Association also is due in June, and is usually held at Put-in-Bay, but the date and place have not yet been named so far as we know at this moment. If to these be added the Indiana and Nebraska meetings, the month will be uncomfortably crowded.

I. & M. CANAL HARD HIT.

A concrete example of the intolerable nuisance of political control of public utilities is the Illinois and Michigan canal, the death knell of which has apparently been sounded. The institution depending for its existence on its earnings, which had annually declined for thirty years, and, in its capacity as freight rate regulator, upon the good will of the taxpayer, a wise and conscientious management would have husbanded its every dollar and reduced expenses to the lowest limit to make the dollars go as far as possible. What has been the fact?

Managed by politicians, every excuse has been accepted to spend the canal's funds, but not on the canal itself. The pay roll has been stuffed with unnecessary officials in office and on the canal, who have eaten up more than was, perhaps, actually spent on the canal in repairs, and who could not possibly have rendered any service to the canal or state. Though since late in the '70's the legislature has regularly made appropriations in aid of repairs of the canal (to which, being modest in amount, no objections were ever made until now), yet for a decade at least not a dollar's worth of dredging has been done in the canal, and a search warrant would be needed to find evidences of other repairs made. What has become of the money?

Then, we have seen the indecency of two public bodies paid by taxpayers (the Canal Commission and the Chicago Drainage Commission) wasting public moneys in interminable lawsuits, costing the canal over \$30,000 attorneys' fees in two years, paid largely to one individual, a not great Joliet attorney, whose chief visible qualification was the fact that politically speaking he carried the dominant party of Will County in his breeches pocket.

Yet when Mr. Burke (on whose initiative the

courts have declared the appropriation in aid of the canal void), at Springfield, when the Commissioners sought money aid again, referred to this scandalous waste of the canal's funds, the administration's friends laughed at him, calling him a "fresh young man who should get dry behind the ears" before he came to Springfield to criticise "us fellows" and "our men." He has had his revenge—at the expense of shippers, however. And when Messrs. Bruce, Jamieson, Hogan and other friends of the canal from LaSalle County, on the same occasion, offered to manage the actual business of the canal free of all expense to the state, and so save the costly expense of the Commissioners and their keep, they, too, were sat down on as "visionaries" by the same crowd of "practical men" who have been managing this canal on the principle of "a public office is a private snap."

What next? We do not know, except that the Commissioners are said to contemplate spending what money is still left in their hands in carrying the Burke injunction case to the United States Supreme Court, in order to test the question of the validity of the clause of the Illinois constitution which sustains the injunction and which thereby denies the state the right to protect its own property and seeks to free it from its contract with the United States government to maintain the canal forever as an open water-way.

THAT NATIONAL EXCHANGE.

The New York Commercial's exclamation that, "At last the forthcoming farmers' trust" appears to have been launched the other day at Omaha," reminds us of that old and trite saying of a Western Congressman of the right sort, "When I first went to Washington I wondered how I got there among so many big men; after a little while I wondered how any of us got there." At a distance, the Omaha crowd may have looked big enough to the Commercial to launch a "farmers' trust"; but those on the ground, having a different perspective of the men, were not similarly impressed. They failed to see the launch.

Granting, however, that there was a launch, the Commercial's suggestion is apropos, that one does not see how the farmer is to be benefited. If the Farmers' National Exchange Company should indeed render the members independent of "middlemen," it will only be to turn them over to the tender mercies of a horde of managers and employes of the company, with the further risks of loss incidental to the management of stock companies, never as thorough as that of private business houses.

The fact is, the expenses of marketing grain must be paid (in part, by the grain) and no circumlocution of clever sophists can alter that fact. Were it otherwise, the men (who make their livings as middlemen in Chicago) who are promoting this form of circumlocution in the hope of increasing their own business would hardly be found in such company.

The Interstate Commerce Commission, which has been carrying on a campaign of education, by inquiries which have shown that railroad rates are too high, has concluded its work for

the moment and is presumably at work on its decisions. Several very interesting ones are now due, and perhaps may be expected soon.

CIVIL SERVICE AS IT IS.

The claim of the Illinois grain inspection office that it is run on civil service principles received recently two unseemly jolts in quick succession at the hand of these friends of "practical civil service outside the law," of which, we have been told, this office is a particularly bright and shining example. On February 10, C. O. Reagin, an inspector at Chicago, was summarily dismissed on order of Commissioner French, immediately after his home county (Perry) had instructed its delegates to the gubernatorial convention against Gov. Yates. Less than ten days later, Thos. Stephenson, another inspector, was "fired," apparently because his brother-in-law, Chas. S. Rannels, of Jacksonville, had led the anti-Yates campaign in Morgan County.

Both these men had been appointed during the Tanner reign, and both declare they have contributed faithfully since the Yates reign began to the 5-per-cent "slush" fund. Both men claim to have been rigidly examined as to their qualifications as inspector; but though both were told they were only expected to attend to business and have been on the work for about seven years and have not meddled in politics, they have been dismissed on account of politics—punished because they could not, or did not, control the political complexion of their friends or counties.

Under the circumstances, the plea of its managers that the grain inspection office is conducted on "civil service principles outside the law" sounds like what the late Senator Ingalls used to call a "damned barred ideality," to put it mildly.

A QUESTION OF RIGHTS.

An Illinois reader has sent us the following inquiries:

Will you advise us on the following questions?

(1) On January 11 we loaded a car of corn for Louisville and it arrived at destination on February 16, and graded "No Grade" at 5c discount. Have we any recourse on account of delayed delivery?

(2) Also our elevator is full of corn and we have ordered cars to move it, and there are empty cars standing on our siding, but we are not allowed to load them. In event of damage to our corn, is there any recourse?

(1) You undoubtedly have a valid claim against the railroad for damages. It is the road's duty to deliver all freight it receives promptly. Unfortunately, if the company will not allow the claim without a law suit, you will be required to prove your damages and force their collection. This action would probably cost more than the damages amount to. The roads know this; and knowing it, they reject such reasonable claims, assured by experience that few shippers will press them through the courts, but will pocket the loss rather than send "good money after bad."

(2) This is a different proposition. Several suits based on this condition of things have been commenced in Illinois within the year past, but, so far as we are aware, none has reached a

final conclusion. Generally speaking, the law of common carriers would hold the carrier liable for such damage; but until the Supreme Court passes directly on the question, no one would be bold enough to make a positive declaration. Supreme courts at times seem quite as erratic in their opinions as petit juries.

THE SITUATION IN ST. LOUIS.

Report No. 2 of the advisory committee of the Grain Dealers' National Association, epitomized on another page, shows that the Merchants' Exchange of St. Louis is making a conscientious and vigorous effort to improve the physical condition of the grain trade at that terminal. That they have not gone as far in that direction as the directory may have wished, has been due wholly to the dog-in-the-manger attitude of state officials, especially the Illinois Railroad and Warehouse Commission, whose regard for "practical politics" has been allowed to overrule the wishes of the grain trade, and to the indifference of certain railroad officials to the proper policing of their yards. But, realizing how much has been accomplished in a comparatively short time, and how slowly radical reforms of this nature can be brought about, the grain trade association officials who have caused this reform, and the St. Louis dealers who have aided them thus far, have every reason to congratulate themselves on present conditions and to expect that eventually all changes needed to perfect the physical condition of the market will be made. Politicians and slothful railroad men cannot stand in the way for all time.

GRAIN INSPECTION IN MICHIGAN.

There is a decided and wholesome difference of opinion among grain dealers and millers in Michigan on the desirability of enacting a law creating a state grain inspection department. The millers' argument for inspection is manifestly founded on a misapprehension. Of course, it would not be practicable to put state inspectors into every grain market in the town, and millers' purchases of contract wheat in Chicago would be on the basis of Chicago inspection in any event. Mr. Voigt's reference to state inspection working all right in Minnesota and Illinois is peculiarly unhappy, as the trade in either of those states would willingly get rid of this system in a hurry, if they could only do it.

State inspection is necessarily to a large degree influenced by politics; and a short practical experience of that sort of thing would convince our good friends in Michigan, unless politicians there are vastly different from the breeds current in Illinois, that they are the last of all creatures to be invited to take control in any way of such a purely business matter as the inspection of grain. If Grand Rapids, *e. g.*, needs a grain inspector, by all means let the local millers and dealers get together and appoint an honest man to inspect who will be fair to farmers and millers alike; but the trade will do well to go slow and think carefully during this year whether they can afford next winter to ask the legislature to dump an "old man of the sea" in on their business in the form of a state inspector.

EDITORIAL MENTION

The millers and grain dealers of Indiana have gotten together at last.

Buffalo roads are talking of issuing a new non-negotiable bill of lading.

Some of the inventors who are really wanting easy money should introduce the right kind of a grain door.

The trade is commencing to look more earnestly than ever to the clean bill of lading to solve the shortage question.

Do not buy grain of the tenant of whom you entertain a suspicion that he may wander out of the state suddenly, leaving his rent unpaid.

It is predicted that one of the new methods for rapid handling of grain will be a car dump working along lines similar to the modern wagon dump.

Now the season returneth when the days grow longer and warmer and the bullish dealer after the sign of the crop report yearneth.—After Longfellow.

Grain receivers who advertise, in that way openly soliciting business, give proof that they will use watchfulness and care in handling business consigned to them.

How long shall the grain dealer hold his grain on a firm and rising market cannot be decided by a set rule. The best policy seems to be to sell whenever you can do so at a fair profit.

When the train hands demand a tip or no cars, give the general superintendent a tip on the way his men are behaving. No man need submit to blackmail who does not encourage it.

Perhaps if some railroads were managed on the ground instead of from Wall Street banking houses, they would have better equipment and fewer dead trains for want of live locomotives.

The farmers at Camden, Ind., propose to play the game to the limit by starting a bank as well as an elevator company. My! but won't there be rusic in the air around Camden one of these days!

The Grain Dealers' National Mutual Fire Insurance Company claims that you do not have to have a fire in order to win out with that company. For details inquire of the company's inspectors.

Elevator machinery and supply manufacturers all report business as very satisfactory for this season of the year. In fact, most of the houses say it is better than at this time a year ago.

Savannah, Ga., has discovered after many years that it is hard to force traffic away from its natural routes. And so a grain elevator there is about to be torn down by the Central Railway that was erected in 1879-80 at a cost of \$80,000,

and which in all these years has never contained even a quart of grain and has never paid one cent of revenue.

The annual meeting of the Iowa Grain Dealers' Association, always a star event in the trade, will probably be held in May, on the date of one of the great political conventions, in order to get the benefit of the open rate of one fare for round trip.

Japan is of the opinion that Russia has no right to put a fence against her back door. Many a western grain dealer has had a scalper come up to his scales and bid the farmer on his grain; but the scalper has long since yielded to association guns.

The arrivals of corn at Chicago immediately after the "harbingers of spring" put in an appearance were unexpectedly good, as shown by the grading, there having been a few cars that actually graded No. 2. However, the real days of trial with corn are coming.

It is getting more difficult than ever for elevator operators to get enough insurance when grain is held in storage in large amounts, owing to the reluctance of the companies to insure the wooden houses. Another difficulty at the big terminals is the difference in rates on wood and steel houses, which apparently are so discriminative as to be unfair to the former.

Dealers should remind their farmer friends that the quality of seed corn is a matter of serious concern this spring. Urge them to thoroughly test their seed now to be sure of its germinating quality before planting. The size of the next crop of corn in Illinois, and especially in Iowa, will depend very largely on the care taken to plant only seed of known germinating power.

Smut in oats, a parasite, may be prevented by treating the seed before planting. It is a very simple matter and greatly improves the quality and quantity of the yield. If your farmer friends do not understand the method, have them write their state experiment stations for details. See that they do it now; you will likely have better oats to handle after next harvest, and more of them.

The Chamberlain "fiscalitis" campaign in England has come to a halt, Chamberlain having worn himself out (and perhaps his cause, too). There is a distinct lull in the talk on that side of the question, but meantime the free traders seem to have gotten their "wind" and are after the "preferential" twaddle "horse, foot and dragoon." At any rate, as Mr. Balfour stated the other day, the question is put 'way back on the shelf for the present, at least.

Secretary Wilson is melted to tears. "I am afraid that the American farmer will get little or no benefit out of the big rise in the price of wheat." The secretary is unnecessarily solicitous, even for a campaign year. About the only farmers who had wheat who did not pocket the rise, if they felt like it and didn't play bull too long, are those of the Pacific Northwest, whose market is, or is ruled by, Liverpool only, and which happened to be getting other wheat

for less than American millers were willing to pay for good milling wheat, or even the concoction often sold by the elevators as such, or even the still queerer olio inspectors now label "contract."

"The admissions of the grain men at Buffalo that macaroni wheat has been mixed with other wheat shipped there, shows another place where the North Dakota farmer is getting the worst of the deal," says the Fargo Forum. We may be dull, but we confess frankly we don't see the point. On the contrary, the fellow who is getting the hot end of the poker is the miller who gets the stuff, which Minnesota inspectors should not allow to pass out when adulterated with the macaroni.

"Capital, by pool and manipulation, has done much to make the national grain trade illegitimate, thus robbing the country of one of its chief means of power," says the Omaha News. "No commodity, necessary to the world's life, ought to be subject to speculative control." Now if this editor will take a day off and have a heart-to-heart talk with, say, Mr. Jos. Leiter, he might conclude that wheat at least is not one of the commodities he thinks are "subject to speculative control."

While the West suffered during February for want of cars and lost the profits of the business that might have been done, the East in turn came to the very verge of famine for want of Western grain and feedstuffs. At such a town as Pittsfield, Mass., *e. g.*, no grain was received for nearly two months. Other towns of considerable size exhausted their supplies and retail prices were abnormally high. Flour dealers and retailers of Western biscuits and other package goods also suffered.

The Illinois Supreme Court has decided that the demurrage charge is a legal one. At the destination point, the court holds, the carrier may become warehouseman also, and so may store freight and collect charges therefor; and it doesn't seem to matter whether the storage is in a warehouse or in the car. Very well; what the trade is now waiting for is a ruling on the relations of the railroad to the grain dealer, say, whom it compels to store grain at his end of the line without compensation and at risk of spoilage, when the roads should move it promptly. A ruling on that point would be much more interesting and to the point than one on demurrage, the justice of a reasonable charge for which no one seriously questions.

No people seem to need more instruction on the keeping of corn than the farmer and some elevator men. For what kind of management was it that stored corn like that referred to by a recent correspondent of Orange Judd Farmer who said that he learned that a certain Mason County elevator (farmers', we understand) which tried to load out some corn found it was frozen solid. They got some out, but could not get the rest until they pounded all around the bin, then it fell in a mass and nearly ruined the bin. This, the same writer said, "will be the case with a great many when shipping time comes." Instead of putting this corn into cribs in the ear the farmer shelled it, and cribs, as a

rule, are empty and the corn frozen up in elevator bins.

The Texas Supreme Court supports the contention of the Texas Railroad Commission that grain billed from a point without the state to Texarkana and then rebilled to a point within the state, is an interstate shipment and subject to interstate commerce regulations and rates. The decision is in accord with common sense and very properly discountenances shifty methods by both railroads and shippers to take advantage of mere technicalities to-day while denying their fairness to-morrow.

A gentleman whose knowledge of the situation at Memphis is unexcelled has contributed a valuable article on the grain trade of that gateway, which appears on another page, and which will interest shippers to the Southeast. This is a trade well worth reaching after, in spite of the annoyances some of the dealers there persist in throwing in the way of business; but Memphis is not responsible for those things, but is ready every day to do business on the square and by to-day's approved methods.

"Much light is thrown on the question of the government ownership of railroads in an article just issued by D. G. Boissevain of New York, in which he compares Russian roads controlled and operated by the government with those in the United States," says a local paper. Well, we "don't go much" on government ownership of railroads (control is different); but if we have to go to Russia to find objections to that system of railway operation, individual ownership must be in desperate need of apology.

In the East railroad rates have been cut as deeply as in the West; but here the issue has resolved itself into the question of the perpetuity of the differential against New York and Boston. The Pennsylvania and Lehigh Valley lines are distinctly committed to the differential, and have made their cuts of rates to maintain it; and any settlement that may now be arrived at, whether by arbitration (as is proposed) or through physical exhaustion, must be made with the "differential" as a factor thereof. The differential has been in existence since 1882 and was endorsed by the Commerce Commission as late as 1898, when it refused to overturn a system that had had the approval of time and apparently of experience. The rejection of the differential would, of course, benefit New York, which has for a long time believed she was entitled to rather more than she has been able to get of the export grain business in recent years.

The directors of the Chicago Board of Trade, having turned down the petition to change the rule and have No. 3 corn and No. 3 white oats deliverable on contracts with a difference, the petition has been brought before the Board for vote by the usual method. There seems to be a deep-seated objection to changing the rule, and it is not seemly to be dogmatic on either side of the question; but at least something ought to be done, whether in this way or some other that the wisdom of the Board might devise by which the commodities sold by the country might be made the subjects of contract

dealings on the floor of the exchange. The present system of making only artificial products (or practically so) deliverable on contracts certainly cannot be reconciled by the country with the professed object of the exchange, which is to facilitate the marketing of the products of the farms as well as those of the "hospitals."

Even the country press is beginning to appreciate the fact that the treatment of grain shippers by railroads who do not furnish cars as needed, but use them to haul higher priced freight, merits a demurrage law that puts the demurrage on the other foot, so to say. It may be difficult for a shipper to in all cases prove the damages he sustains by failure to get cars as ordered; but it would be no difficulty to figure the demurrage at so much per day after a car is ordered before it is set out for the shipper's use.

According to Attorney-General Knox there are now eight suits pending at Kansas City and six at Chicago against railroad companies, the object of which proceedings under the anti-trust act is to break up an unlawful combination between the railroad companies and certain favored shippers, whereby the latter were granted rebates or concessions from the published rate of the railroads for carrying grain and other products from one state to another. Some day a final decision is expected. Life is short, but don't be impatient.

The late position of the Chicago Board of Trade directory that if an applicant for membership cannot himself pay for a seat, his employer shall not be permitted to buy the seat for him is one difficult of defense on the score of fairness to the host of young men now working their way toward the places in the trade they soon must fill as the older men die or retire. It is one of the happiest characteristics of generous riches and kindly age that they are sympathetic with the struggles of strong, self-reliant and ambitious youth. The Board, for its own sake, to say nothing of the question of the amenities, ought not to willfully put impediments in the way of deserving young men who have not yet had time to accumulate their first \$4,000 to buy a membership without the aid of a friend. The Board always needs good young blood to keep it abreast with the world and should welcome it, not try to drive it away; and it is a real pleasure to know that the directory's unusual ruling on this question has been withdrawn.

The iniquity of the Foraker bill becomes the more apparent the longer it is studied. But no one point is more conspicuous than that it is a bold attempt, among other things, to undo the good accomplished by the Elkins law, incomplete as that statute is. In speaking of the matter of requiring railways to publish export and import tariffs, as well as domestic, as a desirable reform to prevent discrimination in favor of individuals, although the Commerce Commission has not yet required such publication, chiefly because prior to the enactment of the Elkins law there was no means to compel publication, the Commerce Commission has expressed the opinion that it would be a grave misfortune if export and import traffic were

withdrawn from the supervision of the law, for the foreign rate may be the direct equivalent of concessions of domestic tariffs; and if the American rail line is allowed to make whatever rate it sees fit upon export business, to pay whatever rebate and grant whatever concessions it pleases to extend facilities to one shipper which it denies to another, the power exists to discriminate against a competitor to the extent of driving him out of business.

The courts have recently turned out other "job lots" of decisions on bucket-shop and future trading. In St. Louis a judge ruled that a man who loses money in a bucket-shop cannot recover. Does that mean that such "play" is not gambling, or merely that when a man goes into a game of "heads, I win; tails, you lose," he should not plead the "baby act"? Then in Kansas City a judge holds that the sale of a "put" is not a contract for delivery, but only a gamble on prices; while a Philadelphia justice rules that a note given for a bucket-shop deal is not one given for a gambling transaction, and is valid. "The 'bucket shop' seems of comparatively late origin," says the justice in question, "and doubtless it is a product of speculative spirit which has prevailed pre-eminently during the last quarter of a century. It may well be that nearly all the transactions made there are of an understood wagering character, but a place should not necessarily stamp its character upon a particular transaction, and especially should not in this case, where the proof was that the firm was ready and willing to deliver the stock purchased." All of which suggests that our good friends, John Hill, Jr., Rolin E. Smith and Chas. A. Conant, ought to open a board of trade kindergarten for circuit judges.

Railway rates in the West ever since Mr. Stickney undertook to make Omaha a grain market, have been tumbling week by week until at this writing they have reached the real "bargain counter" stage. It is quite impossible for any one but an expert to say what rates are. Shippers of grain, therefore, unless they feel they can rely on the expertness of their agents, should consult their commission merchants who, as a rule, know more about rates at a time like this than do the country agents; and, besides, as a general thing, the commission man will be able to give the customer suggestions that may be of great value to him. The net result of the war to date, besides enabling shippers who had the cars to get stuff into Chicago from beyond the River at a "remnant" rate, has been the recognition, at least for the time being, of Omaha as a spot on the map. The latest North-Western tariff, issued on March 10, making reductions from Nebraska points to Chicago provides that the grain may stop in Omaha and Council Bluffs to be milled in transit or be handled through the elevators there. While this concedes a grain market to Omaha, what the North-Western had hitherto opposed quite strenuously, it also insures that grain originating on the North-Western road and stopping in Omaha will, if it comes East, be carried to Chicago by the same line, for its leaves the Great Western with practically nothing as its pro rata for the haul from Omaha to Chicago.

TRADE NOTES

Geo. N. Reinhardt of Geo. N. Reinhardt & Co., New York City, is making a tour through Mexico.

An attractive mailing card advertising the Bowsher Feed Mills is being distributed by the N. P. Bowsher Co. of South Bend, Ind.

The Perfection Grain Drier Co. of Chicago has an order for one of their driers from the Henderson Grain Co. of Henderson, Ky.

A large number of inquiries from prospective customers is being received by the Steel Storage & Elevator Construction Co. of Buffalo, N. Y.

It is announced that the Barnett & Record Co. of Minneapolis has been licensed to do a contracting business in Ontario, Canada, with a capital of \$125,000.

Articles of incorporation have been filed by the Elyria Gas Engine Co. of Elyria, Ohio. The capital stock is \$100,000 and Herman Ely and others are the incorporators.

E. E. Perry, secretary of the Indiana Millers' Mutual Fire Insurance Co., will be secretary of the Manufacturers' Mutual Insurance Co. now being organized by the National Association of Manufacturers.

E. T. Bauer, who represents Nurdyke & Marmon Co., of Indianapolis, Ind., in the Southwest, with headquarters at Kansas City, Mo., has moved his office from 427 Fifth St., to Room 302, Exchange building.

H. G. Pollock of Middle Point, Ohio, has favored this office with a handsome wall calendar 15x20 inches in size. The design is in the form of a panel in colors showing a youthful cavalier bending from his saddle to accept a rose from the hand of a young lady attired in colonial garb. A border of American beauty roses completes the picture.

The Fort Wayne Foundry and Machine Co. of Fort Wayne, Ind., has just issued a handsome catalogue devoted to the Wayne Gas Engine. The book is 8½x5½ inches, the cover design being in black and red on a tinted background. There are 40 reading pages and these give a complete description of the Wayne Gas Engine, as well as cuts of the different styles and sizes. A feature of the catalogue is a number of photographs showing the engine in actual use in various plants.

A folder telling of the merits of Dixon's Graphite Pipe Joint Compound is included in printed matter recently received from the Joseph Dixon Crucible Co. Any one who finds it necessary to do pipe fitting occasionally will find this compound very satisfactory to use. With it joints can be screwed up perfectly tight and taken apart with perfect ease at any time. For the benefit of those who use such material once in a while only, the compound is now packed in 4-ounce collapsible tubes.

The Hess Warming & Ventilating Co. of Chicago report many inquiries for their Pneumatic Grain Driers, among new contracts being those for machines to be placed for L. I. Taylor, Earlville, Ill.; Union Elevator Co., Cleveland, Ohio; A. M. Lude-man, Wolcott, Ind., and Whipple & Barr, Plainfield, Ill. The moisture in corn is unusually great this season, though no instance has come to light where the Hess Drier has failed to do all that has been expected of it. There is also an increasing demand for corn dried by the Hess System, and those operating Hess Driers are reaping a golden harvest.

Booklet Number Six, now being circulated by the Borden & Selleck Company, 48-50 East Lake St., Chicago, is not, strictly speaking, a catalogue, although it is very effective in calling attention to the line of conveyors, elevators, freight handling machinery, etc., handled by this company. The booklet contains about 50 pages, the most of which are devoted to half-tone engravings showing many of the barrel, package and sack conveying and handling systems installed for well known firms by

the Borden & Selleck Co. Apparently there is no commodity manufactured or produced that this company cannot devise a conveying system for—and, too, one that will result in a great saving of time and labor. As showing the widely differing uses the Borden & Selleck systems are put to it may be stated that this booklet shows, among other things, a motor driven continuous single strand vertical conveyor for handling mail and small packages between floors in a large Chicago mail order house and another system that has a capacity of 130 tons per hour, the distance between centers being 385 feet.

Mr. Richardson of the Richardson Scale Co., New York City, recently installed a Patent Automatic Grain Scale, with hopper capacity of two bushels, at the mill of Andrew Bowling in Staunton, Va., to the latter's entire satisfaction. It is noteworthy that it was found that a silver half-dollar declined the beam on the light or heavy side. An exhaustive test was made and the scale was found to be absolutely accurate beside a Fairbanks Hopper Scale. Mr. Richardson also started a scale for E. F. Shelley of Loudonville, Ohio, with equally satisfactory results.

The Ogilvie Milling Co. of Montreal, Que., will erect a 500,000-bushel steel elevator and flour mill of 4,000 barrels' capacity at Fort William, Ont., this season. The contract for the elevator was let to the Macdonald Engineering Co. of Chicago, to be finished September 15. Work has been commenced on the foundation and the piles are all delivered. The building will be all fire proof, built on the circular steel bin style as used by the contractors in their terminal elevators. All machinery will be electrically driven and the handling capacity will be 100 cars daily. There will be a full line of cleaning and dust collecting machinery and facilities for both vessel and car shipping.

RECENT CORN EXPORTS.

Argentina is repeating with corn her record with wheat—exporting the bulk of her production. While the corn exports are not yet large in proportion to the size of the corn area of the country, the proportion of the crop exported is vastly greater than our own. At this time it exports as large a proportion of its corn as possible, having as yet to learn the value of corn as a foodstuff for domestic uses, and to acquire the ability to move it in the shape of live stock. If a few items be taken, a showing like this may be made:

	Crop— Bushels.	Exported— Bushels.	P. C. of Crop.
United States—			
1900-01.....	2,105,102,516	181,405,473	8.62
1901-02.....	1,522,519,891	28,028,688	1.84

Here it is seen that the 1901-02 corn crop of Argentina exceeded 84,000,000 bushels, of which nearly 47,000,000 bushels is shown by the Custom House statistics—the latest available—to have been exported.

TESTING SEED CORN.

This work is of especial importance the present season, because of the poorly matured crop of last fall. A careful examination of the germ is a partial guide, but no wise farmer will sell or use seed without first testing its vitality. This is not a difficult task. It may be done in one of several ways.

Probably the easiest and one of the best is to fill a box or an ordinary flower pot with a sample of the soil in which the corn is to be planted later. Moistened this until it contains about as much water as the ordinary field soil. Count out 100 kernels, place them in this soil, cover to the depth of 1 inch and place near the kitchen stove or in the living room, where the temperature seldom goes below 65 or 70 degrees. Note the time required for germination and the percentage of kernels that will grow.

Under favorable conditions 90% of the kernels should sprout and the plants appear above ground in a week or nine days. Often some of them will be seen the third day. If a large percentage sprout quickly, and the young plants appear healthy and vigorous, the seed may be considered good. If, on

the other hand, the plants appear tardily, and are sickly and weak, the best results must not be expected. Corn testing less than 86% should not be used if better seed can be obtained. This year it may be absolutely necessary to use poorer seed than usual.

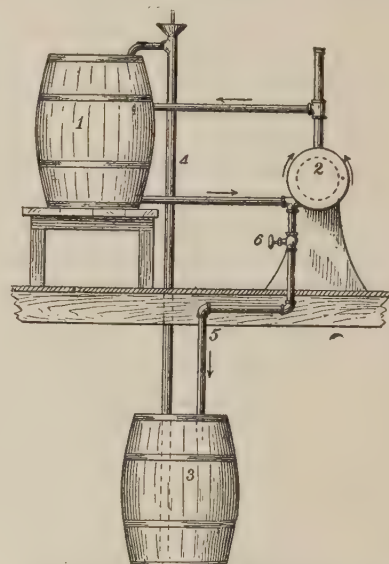
Another convenient method of testing seed corn is to fill an ordinary plate level full of sand. Soak this with water, allow to drain, put in the 100 kernels, cover with a layer of moist sand, invert another plate over this and put in a warm place. This plan is very satisfactory, the sand being nicer to work with than soil. The sand must be looked after every day and kept moist.

A third plan is to use a piece of cloth on a plate instead of the sand. Cover with another cloth and another plate. Let at least one of the pieces of the cloth extend over the edge several inches, and dip into a vessel containing water. Capillary attraction will keep the cloth just about moist enough to germinate the seed properly.—Orange Judd Farmer.

A GASOLINE ENGINE KINK.

The problem of keeping a gasoline engine cool in cold weather and still avoiding frozen pipes or a bursted water jacket has been solved very satisfactorily by a writer in the Blacksmith and Wheelwright. The accompanying cut illustrates the arrangement used.

Two barrels and some piping are all that is required, one barrel being placed on a bench on a



level with the cylinder of the engine, and the other one below the freezing line, as shown. The figures indicate, 1—barrel for water; 2—cylinder of engine; 3—barrel for water below; 4—pump to raise water to upper barrel; 5—pipe that lets water in barrel below when done work, by turning valve 6. The pump is operated from the engine and when barrel 1 is full can be thrown out of gear.

The process of making paper from the fiber of corn stalks so long a matter of study is said to have been perfected and is being made now by a Maine paper mill.

Representative Lovering of Massachusetts has introduced in Congress a bill revising the drawback law to permit the payment of a drawback on grain shipped in from Canada, which is afterward re-shipped out of the country after being ground into flour.

The first annual meeting of the Grain Shippers' Club, which has representation in Ohio, Indiana, Kansas, Iowa, Illinois, Kentucky and Missouri, and is interested largely in a Southern trade, was held at the Merchants' Exchange, St. Louis, March 3. The following officers were elected: John Wiedmer, St. Louis, president; M. L. Johnson, Evansville, Ind., J. H. Wilkes, Nashville, Tenn., and Frank Hartwell, Louisville, Ky., vice presidents; A. Brandeis, Louisville, Ky., secretary.

VISIBLE SUPPLY OF GRAIN.

The following table shows the visible supply of grain Saturday, Mar. 5, 1904, as compiled by George F. Stone, secretary of the Chicago Board of Trade:

In Store at	Wheat bu.	Corn bu.	Oats bu.	Rye bu.	Barley bu.
Baltimore	288,000	847,000	214,000	132,000	1,000
Boston	135,000	328,000	60,000	431,000	728,000
Buffalo	2,703,000	38,000	93,000		
do. afloat.					
Chicago	2,900,000	3,029,000	2,707,000	240,000	321,000
do. afloat.					
Detroit	147,000	109,000	99,000	11,000	27,000
do. afloat.					
Duluth	3,573,000	12,000	1,913,000	128,000	480,000
do. afloat.					
Ft. William	2,692,000				
do. afloat.					
Galveston	687,000	331,000			
do. afloat.					
Indianapolis	185,000	120,000	23,000		
Kansas City	1,018,000	860,000	75,000		
Milwaukee	804,000	280,000	429,000	9,000	569,000
do. afloat.					
Minneapolis	11,632,000	91,000	2,371,000	910,000	1,464,000
Montreal	46,000	148,000	88,000		15,000
New Orleans	854,000	566,000		28,000	
do. afloat.					
New York	507,000	378,000	114,000	4,000	347,000
do. afloat.					
Peoria		520,000	1,025,000	46,000	22,000
Philadelphia	5,000	265,000	55,000		
Port Arthur	1,382,000				
do. afloat.					
St. Louis	4,746,000	667,000	90,000	10,000	14,000
do. afloat.					
Tol do	169,000	635,000	880,000	14,000	1,000
do. afloat.					
Toronto	33,000		6,000		
On Canal	152,000	155,000	35,000	17,000	69,000
On Lakes					
On Miss. River					
Grand Total	34,658,000	9,177,000	10,253,000	1,151,000	4,088,000
Corresponding date 1903	46,755,000	11,291,000	7,002,000	1,031,000	1,774,000
Weekly Inc.		384,000	40,000		
Weekly Dec.	941,000			12,000	223,000

FLAX SEED AT CHICAGO.

The receipts and shipments of flaxseed at Chicago during the 19 months ending with Feb. as reported by Chas. F. Lias, flaxseed inspector of the Board of Trade, were as follows:

Months.	Receipts.		Shipments.	
	1903-04.	1902-03.	1903-04.	1902-03.
August	345,225	411,198	97,800	250,496
September	102,620	545,866	162,900	273,392
October	530,960	783,075	106,049	145,142
November	708,953	755,833	44,057	140,400
December	250,979	408,271	78,274	40,559
January	307,976	254,875	90,906	28,443
February	212,736	454,670	60,764	39,473
March		289,200	46,323	
April		206,918	39,337	
May		91,800	46,375	
June		106,250	14,362	
July		234,981	23,491	
Total bushels	2,459,450	4,539,917	700,759	1,088,023

RANGE OF PRICES AT CHICAGO.

The daily range of prices for cash grain at Chicago for the month ending Mar. 11, has been as follows:

FEB.	NO. 2* R.W.WBT		NO. 1 NO.* S.P.WBT		NO. 2 CORN		NO. 2 OATS		NO. 2 RYE		NO. N.W. FLAXSEED	
	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.
12	94 1/2	98 1/2	92 1/2	93 1/2	50	50	44	44	66	66	1.18	1.18
14												
15	95 1/2	1.00	93	94 1/2	52	52	44	44	66	66	1.18	1.18
16	95 1/2	1.00	93	95	51	51	44	44	67	67 1/2	1.16 1/2	1.16 1/2
17	95	1.00	93	95	51 1/2	51 1/2	44	44	68	70	1.17	1.17
18	96 1/2	1.01 1/2	94 1/2	96 1/2	51 1/2	51 1/2	44	44				
19	98 1/2	1.05	96 1/2	1.00	52 1/2	52 1/2	44	44				
20	1.01 1/2	1.09	99 1/2	1.04	53 1/2	53 1/2	45	45	74	74	1.18	1.18 1/2
21												
22												
23	1.02	1.10	1.00	1.05	52	52						
24	1.03 1/2	1.08	1.01 1/2	1.03 1/2	53 1/2	53 1/2	46	46	73 1/2	75 1/2	1.18 1/2	1.18 1/2
25	1.05 1/2	1.10	1.03 1/2	1.06	54 1/2	54 1/2	46	46				
26	1.03 1/2	1.09	1.01 1/2	1.04	53	53	45	45 1/2	75	76	1.15	1.15
27	1.00 1/2	1.07 1/2	98 1/2	1.02 1/2	53	53	46	46	78	78	1.18	1.18
28												
29	98 1/2	1.05	97 1/2	1.01 1/2	53	53	44	44 1/2	75	75		
30												
March												
1	95 1/2	1.02	93 1/2	97 1/2	51 1/2	51 1/2	43	43	75	76	1.16 1/2	1.16 1/2
2	96 1/2	1.01 1/2	94 1/2	96 1/2	52	52	43	43 1/2	76	76		
3	95 1/2	1.02 1/2	93 1/2	98 1/2	49	49	43 1/2	43 1/2	75	75		
4	95	1.01	93	96	50 1/2	50 1/2	44	44	74 1/2	74 1/2	1.14 1/2	1.14 1/2
5	94 1/2	1.00 1/2	93 1/2	95 1/2	50 1/2	50 1/2	44	44	74	74	1.14 1/2	1.14 1/2
6												
7	92 1/2	98 1/2	90 1/2	93 1/2	50 1/2	51	43 1/2	43 1/2	73	73 1/2	1.14	1.14
8	89 1/2	96 1/2	88 1/2	91 1/2	51 1/2	52	43	44			1.14	1.14
9	89 1/2	94 1/2	88 1/2	90	49	50	42 1/2	42 1/2			1.14	1.14
10	89 1/2	97	89 1/2	92	50 1/2	50 1/2	43 1/2	43 1/2	70	70	1.16	1.16
11												
12												

*Holiday.

During the week ending February 19, Prime Contract Timothy Seed sold at \$3.05@3.10 per cental; Prime Contract Clover Seed at \$10.75@11.15; Hungarian at \$1.50@1.85; German Millet at \$0.90@1.30; Buckwheat at \$1.20@1.35 per 100 pounds.

During the week ending February 26, Prime Contract Timothy Seed sold at \$3.05@3.10 per cental; Prime Contract Clover Seed at \$11.15@11.25; Hun-

garian at \$1.50@1.90; German Millet at \$1.00@1.30; Buckwheat at \$1.25@1.35 per 100 pounds.

During the week ending March 4, Prime Contract Timothy Seed sold at \$3.05@3.10 per cental; Prime Contract Clover Seed at \$11.25@11.65; Hungarian at \$1.00@1.90; German Millet at \$1.00@1.40; Buckwheat at \$1.30@1.40 per 100 pounds.

RECEIPTS AND SHIPMENTS.

Following are the receipts and shipments of grain, etc., at leading receiving and shipping points in the United States for the month of February, 1904:

BALTIMORE—Reported by H. A. Wroth, secretary of the Chamber of Commerce.

Articles.	Receipts.		Shipments.	
	1904.	1903.	1904.	1903.
Wheat, bushels	90,021	200,700	34,187	24,000
Corn, bushels	1,593,531	2,982,022	1,661,970	2,857,597
Oats, bushels	218,662	221,939	18,334	870
Barley, bushels	10,000	18,372		
Rye, bushels	22,735	49,252		63,771
Timothy Seed, lbs.	747	734	701	1,111
Clover Seed, lbs.	14,892	4,614	555	1,581
Hay, tons	3,639	5,466	1,193	2,257
Flour, bbls.	228,953	210,997	182,320	239,841

BOSTON—Reported by Elwyn G. Preston, secretary of the Chamber of Commerce.

Articles.	Receipts.		Shipments.	
	1904.	1903.	1904.	1903.
Wheat, bushels	36,784	132,196	53,723	573,564
Corn, bushels	1,045,862	1,190,533	614,911	937,170
Oats, bushels	329,703	410,670	1,400	3,600
Barley, bushels	8,372	9,939		
Rye, bushels	2,476	2,194		
Flax Seed, bushels	554	20,302		17,332
Milled, tons	982	724	46	615
Corn Meal, bbls.	3,932	2,725	2,063	800
Oat Meal, bbls.	8,049	9,061	9,965	2,979
Oat Meal, sacks	6,755	2,515	7,780	7,574
Hay, tons	10,980	12,650	1,760	1,720
Flour, bbls.	123,164	167,116	43,567	39,211

BUFFALO—Reported by F. Howard Mason, secretary of the Chamber of Commerce. Receipts by lake; shipment by rail. Navigation has closed until about April 1.

CHICAGO—Reported by Geo. F. Stone, secretary of the Board of Trade.

Articles.	Receipts.		Shipments.	
	1904.	1903.	1904.	1903.
Wheat, bushels	1,002,405	955,805	926,162	374,955
Corn, bushels	7,804,518	7,603,743	4,150,140	4,214,090
Oats, bushels	5,777,796	6,918,977	3,190,336	4,004,839
Barley, bushels	2,549,027	1,995,651	405,911	323,995
Rye, bushels	234,427	170,888	168,144	45,308
Timothy Seed, lbs.	3,589,627	4,336,352	1,352,180	5,908,374
Clover Seed, bs.	880,514	1,480,790	965,753	1,965,202
Other Grass Seed, lbs.	2,027,753	1,718,547	4,958,045	1,474,000
Flax Seed, bushels	166,916	169,018	30,220	65,582
Froom Corn, lbs.	528,080	637,690	640,810	518,140
Hay, tons	35,280	15,387	15,387	1,177
Flour, bbls.	809,038	484,567	695,170	391,778

CINCINNATI—Reported by C. B. Murray, Superintendent of the Chamber of Commerce.

Articles.	Receipts.		Shipments.	
	1904.	1903.	1904.	1903.
Wheat, bushels	145,277	179,449	83,128	137,353
Corn, bushels	1,029,438	988,982	631,506	376,978
Oats, bushels	303,374	388,833	173,555	218,812
Barley, bushels	97,803	83,778		
Rye, bushels	49,045	30,472	19,013	43,062
Timothy Seed, bags	3,127	4,694	3,266	3,421
Clover Seed, bags	6,760	3,571	4,650	4,481
Other Grass Seed, bags	5,599	7,555	8,363	8,896
Malt, bushels				
Hay, tons	10,984	8,494	6,097	5,944
Flour, bbls.	117,570	141,545	76,979	98,338

DETROIT—Reported by F. W. Waring, secretary of the Board of Trade.

Articles.	Receipts.		Shipments.	
	1904.	1903.	1904.	1903.
Wheat, bushels	85,142	165,315	3,270	40,772
Corn, bushels	311,611	410,110	30,446	125,693
Oats, bushels	346,581	239,015	23,543	72,627
Barley, bushels	259,451	126,794	13,284	35,266
Rye, bushels	8,758	30,889	4,451	34,135
Flour, bbls.	18,600	20,700	4,400	14,200

DULUTH—Reported by H. B. Moore, secretary of the Board of Trade.

Articles.	Receipts.		Shipments.	
	1904.	1903.	1904.	1903.
Wheat, bushels	929,886	1,953,077	117,353	600
Corn, bushels				
Oats, bushels	557,155	768,802	54,451	25,068
Barley, bushels	152,155	209,089	53,735	67,812
Rye, bushels	28,301	16,401	8,602	
Flax Seed, bushels	451,718	495,854	128,961	203,260
Flour, bbls.	69,160	51,475	66,495	48,375

GALVESTON—Reported by C. McD. Robinson, Chief Inspector of the Cotton Exchange and Board of Trade.

ELEVATOR AND GRAIN NEWS

ILLINOIS.

The new farmers' elevator at Sidney, Ill., is reported ready for business.

J. C. Beattie has succeeded J. C. Beattie & Co. in the grain trade at Elwood, Ill.

The Neola Elevator Co. is building an addition to its corn cribs at Adeline, Ill.

Work has been commenced on Bartlett, Kuhn & Co.'s new elevator at Lovington, Ill.

Frank Hettinger, grain and coal dealer at Harmon, Ill., will put up a new coal shed.

Pendleton & Keyser have bought J. W. Burnett's elevator at Mt. Sterling, Ill., for \$3,250.

Andrew Drohan's new elevator at Danvers, Ill., is about completed. It has a slate roof.

The Farmers' Elevator Co. of Rowell, Ill., has increased its capital stock from \$6,000 to \$10,000.

John Barthall has sold his elevator at Hayes, Ill., and purchased a hardware store at Pesotum, Ill.

The Monticello Grain Co. of Monticello, Ill., has certified to an increase of its capital stock to \$15,000.

The new Farmers' Elevator at Morton, Ill., has commenced business. A side track has been put in.

Jack O'Connor has sold his interest in the elevator at Irwin, Ill., and bought a farm near that place.

A stock company of farmers has been organized with \$12,000 capital to build a farmers' elevator at Swygert, Ill.

The Morris Grain Co. of Morris, Ill., has built an addition to its elevator to be used for grain drying purposes.

H. I. Masters, of Barnett, Ill., has bought an interest in an elevator at Carlinville, Ill., and has removed to that place.

E. O. Marshall has sold his interest in the grain elevator at Byron, Ill., to his brother and will engage in other business.

Lawrence Delaney has been admitted to a partnership in the grain business of James and John Delaney at Niantic, Ill.

E. R. Ulrich & Sons have sold their elevator at New Berlin, Ill., to Edward Roesch, and their cribs and dump at Island Grove to Lewis & Beggs.

The elevator at McConnell, Ill., was closed for a few days on account of the breaking of the gasoline engine. A new engine has been installed.

An involuntary petition in bankruptcy has been filed against the Chicago Railway Terminal Elevator Co. of Chicago, Ill., and a receiver appointed.

George A. Bock of Lincoln, Ill., has sold his elevator and corn cribs at Elkhart, Ill., to J. F. Prather & Co., bankers at that place. The consideration was \$7,250.

At the recent annual meeting of the directors of the F. M. B. A. Elevator Co. of Highland, Ill., William Reinhardt was elected president and A. H. Labhart manager.

The following officers have been elected by the recently organized Ludlow Farmers' Elevator Co., of Ludlow, Ill.: James McCabe, president, and Michael Walsh, secretary.

The Saunemin Elevator Co. of Saunemin, Ill., has voted to increase its capital stock to \$20,000. The company is reported to have bought the Williamson Elevator at Saunemin.

The recently organized Savoy Grain & Coal Co., of Savoy, Ill., has elected M. B. Burwash, president, and C. E. Percival, secretary. As soon as a site can be secured an elevator is to be built.

Sharp Bros. have sold their 15,000-bushel elevator at Congerville, Ill., to O'Hara, Baldrige & Co., of Carlock, Ill., for \$3,500. Geo. Lentz, of Hudson, Ill., will have charge for the new owners.

William Loveless has been notified by the Wash-Railway that he must move his elevator at Taylorville, Ill., off the company's right-of-way as the space is needed for additional tracks.

A charter has been granted to the Ivesdale Grain Co., of Ivesdale, Ill., to deal in grain and coal. The capital stock is \$6,000 and the incorporators are: N. C. Rupper, L. C. Schmidt, and James Somers.

Porch & Adams of Cabery, Ill., have sold their grain business at Kempton, Ill., to Shearer & Rickards. Possession will be given April 1. T. C. Rickards will have the management of the business.

The Weston Grain Co., of Weston, Ill., has been granted a charter and an elevator will be built. The capital stock is \$8,000 and the concern is authorized to deal in grain, live stock, coal and lumber. The

stockholders are farmers of Chenoa, Weston and Fairbury, Ill.

A farmers' elevator company is being organized at Cerro Gordo, Ill., with a capital stock of \$12,000 to build an elevator. It is stated that a suitable site, within the limits of that village, is not available.

L. O. Rodman & Co., of Indianapolis, Ind., have purchased the elevator at Chesterville, Ill., owned by Davis & Davis of Arthur, Ill., and have taken possession. Henry Alexander will continue as manager of the house.

The recently incorporated Illiopolis Farmers' Elevator Co., of Illiopolis, Ill., has elected P. P. Lucas president and J. H. Turner secretary. The company has a capital stock of \$10,000 and proposes to build a 30,000-bushel elevator.

The Campus Grain Co., Campus, Ill., has been incorporated to deal in grain, coal, farm machinery and live stock. It has a capital stock of \$8,000. George Pritchard, Michael Kenna, Michael McGinnis and John Feehery are the incorporators.

A co-operative elevator company has been chartered at Ransom, Ill., under the name of Farmers' Elevator Co. It is capitalized at \$15,000 and John Kennedy, Thomas Sullivan and W. H. Conrad are the incorporators. The Ransom Grain Co.'s elevator has been purchased by the new organization.

A farmers' elevator company has finally been formed at Danvers, Ill. It has 139 stockholders and over \$9,000 of the stock has been subscribed. The organization will incorporate as the Danvers Farmers' Elevator Co. and proposes to deal in grain, coal and lumber. An elevator is to be built. W. S. Otto is president and John Wilson, secretary and treasurer.

At a meeting of the stockholders of the Arcola Grain, Coal and Telephone Co. held at Arcola, Ill., on February 27 it was decided to increase the capital stock from \$5,000 to \$8,000 and to erect an elevator. As soon as a suitable site can be secured the company will put in a scale and do a scooping business while the elevator is being built. There are already three elevators at Arcola.

WESTERN.

A new grain and feed store has been opened at Puyallup, Wash., by Grey & Grey.

Kingery & Thorne have succeeded to the grain business of Leslie & Thorne at Pueblo, Colo.

A. C. Clark & Co. have bought the grain and feed business of R. R. Lynn at Colorado Springs, Colo.

The Gallatin Valley Milling Co. of Belgrade, Mont., will put up a new 10,000-bushel steel elevator and enlarge the capacity of its mill.

It is proposed to organize a company of business men and farmers in Cascade County, Mont., to build warehouses at Great Falls, Cascade and Belt, Mont. At present there are no elevators at any of the above named places. The company is to be capitalized at \$40,000, divided into shares of \$5 each. W. G. Conrad and P. W. Bradford are at the head of the project.

OHIO, INDIANA AND MICHIGAN.

Harry E. Frahn has purchased C. D. McKee's grain elevator at Osborn, Ohio.

The Nading Mill and Grain Co. succeeds William Nading in the grain trade at Shelbyville, Ind.

O. Allen has succeeded the firm of Allen & Scott in the grain and feed trade at Dell Roy, Ohio.

C. G. Fetterman & Co. have purchased the grain business of W. A. Day & Co. at New London, Ohio.

D. H. Taylor has bought the grain business and warehouse of Jesse Goshorn at Washington, Ind., for \$8,000.

Smith Bros. & Vette is the style of a new firm which succeeds to the grain business of Smith Bros. at Woodbury, Mich.

The Home Supply Co., Fort Wayne, Ind., has been chartered with a capital of \$10,000 to deal in grain, coal and produce.

The Faber-Twining Co., dealers in flour and feed at Cleveland, Ohio., has changed its corporate name to Faber Elevator Co. and reduced its capital stock from \$45,000 to \$25,000.

The Cincinnati Grain Co. has been granted a charter at Cincinnati, Ohio, with a capital of \$25,000. Peter Van Lennen, Clyde S. Emrick, John C. Droege, J. W. Van Lennen and L. A. Emrick are the incorporators.

The recently incorporated Larue Grain and Elevator Co., of Larue, Ohio, has purchased the elevators at Larue and Green Camp, Ohio, owned by A. M. Burke & Co. The new company will handle flour, feed, hay and fuel in connection with its grain business. The following officers have been elected: B. F. Sager, president; J. S. Guthery,

vice-president; Date Clifton, secretary-treasurer, and M. E. Burke, manager.

The Chesaning Grain Co. of Chesaning, Mich., claims to be hand-picking more beans than any other concern in that part of the state. From 40 to 60 girls are employed.

Thomas N. Marfield, a grain dealer of Chillicothe, Ohio, filed a petition in bankruptcy on March 5. His liabilities are scheduled at \$287,918.95 and his assets at \$65. He made an assignment in 1898 and the indebtedness was contracted prior to that date. He claims that \$26,083.37 of his indebtedness has been outlawed by the statute of limitations.

The new grain elevator at Lafontaine, Ind., built by the Lafontaine Stock and Grain Co., is completed at a cost of \$7,500. The main building is 32x32 feet with corn cribs 20x28 feet. Corn shelling and grain cleaning machinery has been put in. The elevator has a capacity of 23,000 bushels and is operated by a 25-horsepower gasoline engine.

At Lapeer, Mich., a large grain elevator will be put up by E. C. Roberts, J. S. Smith and George Churchill who have entered into a partnership for that purpose. There was some talk of buying the old Centennial Mill at Lapeer and using it for an elevator, but as this would require a heavy expenditure for extending the railway tracks and making other improvements, it was decided to build.

The Otterbein Grain Co. has been incorporated at Otterbein, Ind., with a capital stock of \$30,000. Elmer A. Hawkins, Edward Baker, Luther H. Hawkins, and John Glynn are the incorporators. The company has purchased the two elevators at Otterbein owned by a Mr. Breckeridge of Kankakee, Ill., who has taken stock to the amount of \$5,000 in the new corporation. The price paid for the elevators was \$30,000.

At Bellevue, Ohio, a consolidation of the interests of the Bellevue Grain Co. and W. H. Gardner & Co., has been effected and a new company chartered under the style of the W. H. Gardner Grain Co., with a capital stock of \$50,000, to take over the grain business of both concerns. The Bellevue Grain Co. has elevators at Bellevue, Colby and Gravel Pit, Ohio, and the firm of W. H. Gardner & Co. has elevators at Parkertown, Omar, Bellevue and Flat Rock, Ohio. The consolidation will go into effect July 1.

THE DAKOTAS.

The State Elevator Co. closed its house at Mayville, N. D., on February 29.

Helgerson Bros. have sold their elevator at West Hope, N. D., to the Imperial Elevator Co.

It is stated that farmers of Cooperstown, N. D., will buy or build an elevator at that point.

Colonel Ely has sold his interest in the Lowell Elevator Co. at Cando, N. D., to William Lowell.

It is announced that the Robinson Elevator Co. will build another elevator at Newport, N. D., this spring.

The Atlantic Elevator Co.'s new house at West Hope, N. D., has been opened. Nels Lien has charge as manager.

B. W. Palmer and P. Pollock have bought the Peavy Elevator at Mitchell, S. D., and will deal in grain and fuel.

The Peavey Elevator Co. will, it is stated, erect a large elevator at Valley Springs, S. D., to replace its present building.

The Amenias Elevator Co. has closed its house at Ripon, N. D., and the buyer at that place has been transferred to Langdon, N. D.

A farmers' elevator at Montrose, S. D., is proposed. Shares are being sold at \$25 each and the number to be held by each person is limited to five.

A farmers' elevator company has been organized by the farmers of Clark, S. D., and vicinity which proposes to erect a farmers' elevator at that point.

Brown's elevator at Palmer, S. D., is closed for the season. Some improvements are to be made, including the installation of a new gasoline engine.

The recently organized farmers' elevator company at Twin Brooks, S. D., is talking of buying the George C. Bagley Elevator Co.'s house at that point.

The Brazil Grain & Shipping Co., of Brazil, N. D., has increased its capital stock from \$200,000 to \$1,000,000 preparatory to issuing bonds and selling stock sufficient to build a railroad to Washburn or Bismark, N. D.

A company of farmers has been formed at De Smet, S. D., to engage in the grain and fuel business. It will be known as the Farmers' Co-operative Association and an elevator is to be built. The capital stock is \$15,000.

An organization of grain growers has been formed in Brown County, S. D., to be known as the Farmers' Grain Dealers' Association which proposes to build farmers' elevators at Groton, S. D., and other points in that section. The concern is a consolidation of the various local farmers' organ-

izations. N. O. P. Synoground is president and E. J. Mather secretary.

At Canistota, S. D., a co-operative organization of farmers, under the style of the Farmers' Elevator Co., has been formed. As soon as sufficient stock has been sold, an elevator is to be built.

The Hubbard & Palmer Co. will replace its present elevator at Valley Springs, S. D., with a new and larger house. The present manager, W. H. James, will have charge of the new elevator.

The farmers living in the vicinity of Sherman, S. D., a little town on the Great Northern Railway above Garretson, have organized what will be known as the Farmers' Elevator Co., with a capital of \$10,000. They will erect and operate a grain elevator at Sherman, although there are already four elevators at that point. H. C. Joneson, manager of the Northwestern Elevator at Sherman, offered the farmers the free use of his elevator for a period of sixty or ninety days for the purpose of allowing them to ascertain by practical experience whether there is room for a fifth elevator. Lasse Vandheim is president and G. A. Grant, secretary, of the Farmers' Elevator Co. It is proposed to erect a 30,000-bushel elevator early next summer.

MINNESOTA AND WISCONSIN.

A farmers' elevator is to be built at Elko, Minn.

A farmers' elevator company has been formed at Audubon, Minn.

The new elevator at Conger, Minn., is completed and in operation.

The Great Western Elevator Co. has closed its house at Fertile, Minn., for the season.

The Hubbard & Palmer Co.'s elevator at Vernon Center, Minn., has been closed for the season.

The Taylor Elevator Co. has installed a new gasoline engine in its elevator at Dennison, Minn.

The Minnesota Grain Co. succeeds G. B. Gundersen & Co. in the grain trade at Minneapolis, Minn.

E. O. Nelson has disposed of his elevator interests at Norcross, Minn., and removed to Canada.

An improved Hall Distributor will be installed in the elevator of the New London Milling Co., Lynd, Minn.

A. A. Williams has sold his elevator at Huntley, Minn., to the Wohlheter Elevator Co., of Fairmont, Minn.

The Great Western Elevator Co. has bought W. R. Caswell's coal and fuel business at Redwood Falls, Minn.

Peter Wolf is tearing down his old elevator at Richfield, Wis., preparatory to erecting a new one this spring.

The Peavey Elevator at Elmore, Minn., has been closed for the season, as there is no more grain coming in at that point.

The Peavey Elevator Co. is tearing down the 40,000-bushel annex to its elevator at Stephen, Minn., for removal to Ardoch, N. D.

German farmers of Shible, Minn., and vicinity have formed an organization and propose to erect an elevator and creamery next summer.

The Hubbard & Palmer Co. has closed its elevator at Ash Creek, Minn., for the season and T. J. Scholer, the manager, has returned to his home.

On account of the large number of sheep which are being fed at Osseo, Minn., it is proposed to erect an elevator for the storage of screenings, etc.

The Hubbard Milling Co. of Mankato, Minn., proposes to erect a large grain elevator in connection with the other improvements to be made at its plant.

E. A. Brown's elevator at Kenyon, Minn., is closed and will not be reopened until next fall. J. M. Kilpatrick, the manager, has been transferred to Ash Creek, Minn.

The Inter-State Grain Co. has closed its house at Russell, Minn., and the buyer, L. M. Vaughan, has returned home to remain until the opening of next season's business.

Henry Rippe has sold his elevator at Granada, Minn., to Way, Johnson & Lee, of St. Paul, Minn., possession to be given April 1. Henry Winzenberg will continue as manager.

The Marietta Grain Co., Marietta, Minn., has been granted a charter. The capital stock is \$10,000 and the incorporators are: Ferdinand P. Seeger, August Heckert and Frank Huebner.

The N. C. Foster Lumber Co. will probably erect a large grain elevator at Fairchild, Wis. The present elevator on the Omaha Railway right-of-way is to be razed as the lease on the ground has expired.

The Ellendale Farmers' Elevator Co., which has been unable to secure a site at Ellendale, Minn., on which to build, has taken its troubles before the Minnesota Railway and Warehouse Commission. It is said that the railway company has offered the farmers a site, but they will not accept it as they

are seeking to obtain one which the railway officials do not consider available for that purpose.

D. L. Thompson, a grain dealer of Hastings, Minn., has closed his elevator and filed a petition in bankruptcy. His liabilities are given at \$22,950.03, of which \$18,283 is secured and \$4,667.40 is unsecured. His assets are \$26,590.

The recently incorporated Hancock Market Co. of Hancock, Minn., will build an elevator and deal in grain, fuel, lumber, implements, etc. The capital stock is \$5,000. James L. Morton is president; E. J. Bahe, secretary, and M. P. Durkee, treasurer.

The Douglass Elevator Co. of Worthington, Minn., has sold its line of elevators on the Rock Island Railway to Greig & Zeeman, of Emery, S. D. The consideration was \$47,500. It is reported that H. N. Douglass, head of the Douglass Elevator Co., will build a line of elevators nearer Minneapolis.

An independent elevator of not less than 25,000 bushels' capacity is to be built by farmers of Kandiyohi, Minn. The organization is composed mainly of stockholders in the local co-operative creamery and the company will be incorporated under the style of the Kandiyohi Farmers' Union Elevator Co.

An organization of farmers and business men has been formed at Wendell, Minn., to deal in grain, fuel, etc. It will be incorporated as the Farmers' Elevator and Supply Co. and an elevator is to be built. The officers are: President, L. O. Foss; vice-president, Nels Skinnemoen; secretary, O. A. Piskop, and treasurer, C. C. Grindler.

At Bay City, Wis., a company composed of farmers and business men has been organized to deal in grain. The organization is to be known as the Bay City Grain Co. and has elected J. E. Brown president and W. E. Tucker treasurer and manager. The company has bought the Tucker Warehouse and will do a general grain business.

A farmers' elevator company has been organized at Morgan, Minn., and has applied for a charter under the name of the Morgan Farmers' Elevator Co. A. P. Metag is president and F. E. Davidson, secretary and business manager. It has not been decided whether an elevator will be built as the Western Elevator Co. has offered to sell its elevator at Morgan to the company for \$3,000.

John F. Powers and Lewis W. Powers, grain dealers at Revona, Minn., doing business under the firm name of J. F. Powers & Son, have filed a petition in the United States Court at Winona, Minn., asking to be declared bankrupts. The partnership liabilities are given as \$29,057.83 and the partnership assets as \$20,573.85. The individual assets of Lewis W. Powers are placed at \$6,747.40, of which \$2,215 are claimed to be exempt, and the liabilities at \$1,443.69. The individual assets of John F. Powers are placed at \$6,868.34, of which \$2,455 is claimed to be exempt, and the liabilities at \$523.04. The first meeting of creditors was held on February 26.

EASTERN.

Rollins & Lamprey succeed Fred L. Rollins in the grain business at Loconia, N. H.

David B. Snyder has purchased a site at Albany, N. Y., and will erect a grain and feed warehouse.

C. P. Blackburn & Co. will rebuild their grain elevators at Baltimore, Md., destroyed by the recent fire.

At the annual meeting of the stockholders of the Dickson Mill and Grain Co., held at Scranton, Pa., A. W. Dickson was elected president and E. L. Buck secretary and treasurer.

John H. Beaven, for some time connected with the firm of Seymour & MacDonald, grain and coal dealers at Lancaster, Mass., has engaged in business for himself and opened a grain store.

The new grain store and elevator of O. D. Prescott at Greenville, N. H., is about completed. A side track has been laid to the building, and a 25-horsepower gasoline engine installed to operate the machinery.

The hay and grain firm of Noble & Morton at Springfield, Mass., consisting of Burton E. Noble and W. C. Morton, made an assignment for the benefit of their creditors recently. H. W. McGregory was named as assignee and will conduct the business.

The firm of Smith & Porter, grain dealers and grocers at Houlton, Me., has been dissolved. L. E. Smith, the senior member of the firm, will continue the business. Guy Porter, the retiring member, has leased W. H. Sincock's grist mill and engaged in the milling business.

It is proposed to erect a large grain elevator and feed mill in New Bedford, Mass. The present plans provide for a storage capacity of 80,000 to 100,000 bushels of grain, besides storage for feed of all kinds. The feed mill department is to have a grinding capacity of 120 bushels per hour. The building will be seven stories in height and a gasoline engine will be put in to operate the machinery. The plant is to be erected by private parties and will be

managed by John Frank, at present representative in southeastern Massachusetts of J. H. Cressey & Co., wholesale grain merchants of Boston.

Feed grinding machinery has been installed in the grain store at West Brookfield, Mass., owned by Miss Rose Gould. A 20-horsepower gasoline engine has been put in to operate the new equipment. A. E. Gilbert is in charge.

The assets of W. A. H. Grant, dealer in grain, hay, feed, etc., at Providence, R. I., who recently filed a petition in bankruptcy, are given at \$24,474.03 and his liabilities are estimated at \$42,777.15. The assets consist chiefly of stock, tools, machinery and accounts receivable and the liabilities are principally unsecured claims to the amount of \$36,682.89. The secured claims amount to \$5,400.

IOWA.

There is talk of building a farmers' elevator at Terril, Iowa.

The Clinton Grain Co.'s elevator at Woden, Iowa, has been closed for the season.

S. Jager, Worthington, Iowa, is succeeded in the grain business by the J. Jager & Son Co.

Michel & Co. have sold their elevator at Dixon, Iowa, to J. William Heuer. The consideration was \$2,000.

The Farmers' Elevator Co., of Boone, Iowa, has been granted a charter. It has a capital stock of \$25,000.

A farmers' elevator company with a capital of \$10,000 has been organized at Wakonda, Iowa, to build a 2,500-bushel elevator.

Mt. Union, Iowa, farmers are forming an organization to build a co-operative elevator. George Gabeline is an interested party.

The new Updike Elevator at Missouri Valley, Iowa, has been completed. The structure cost \$110,000 and has a storage capacity of 625,000 bushels.

An organization of farmers is in process of formation at Cedar, Iowa, to put up an independent elevator at that point. Elbert Decker is secretary.

Turner Bros of Cumberland, Iowa, will move their grain elevator at Stauton, Iowa, a distance of one-half mile from the present site to the new track of the C., B. & Q. Railroad.

The 1,000,000 bushel terminal elevator at Council Bluffs, Iowa, known as the Union Elevator and owned by the Trans-Mississippi Grain Co., has been overhauled and new machinery installed. The work was done by Seeley, Son & Co., of Fremont, Nebr.

The Farmers' Co-operative Society of Dougherty, Iowa, has been granted an elevator site by the North-Western Railway. A proposition is said to have been submitted to the farmers to sell them the elevator at Dougherty operated by the Northern Grain Co.

W. H. Eaton of Emerson, Iowa, will take occasion, on the removal of the C., B. & Q. Railway tracks about 20 feet from his elevator, to rebuild an entirely new and modern elevator on a new site along the railway track. Work will be commenced at once on a 25,000-bushel house.

SOUTHERN AND SOUTHWESTERN.

Dunaway & Stroud succeed E. J. Dunaway in the grain business at Italy, Texas.

Wright & Smith, grain merchants of Childress, Texas, have dissolved partnership.

The grain firm of Tully & George at Jefferson, Okla., is succeeded by W. C. Tully.

The grain firm of Higgins & Rice at Hereford, Texas, is succeeded by W. C. Falwell & Sons.

Stephenson Bros. have sold their elevator at Middleton, Okla., to B. F. McCutcheon, of Forrester, Ill.

The Paris Milling Co., of Paris, Ky., has let the contract for the erection of an 80,000-bushel steel storage elevator.

E. J. Miller of Perry, Okla., will equip the three new elevators he is erecting in Oklahoma with improved Hall Distributors.

The Empire Grain Co. is making arrangements to erect a 40,000-bushel grain elevator at Frisco, Texas, and work will be commenced in the near future.

A charter has been issued to the Morrison Grain Co., of Morrison, Okla., capitalized at \$10,000. The stockholders are: Allen Daniels, D. Emmerson, Fred Schroeder and Albert Haidley.

The Cassity & Fewquay Grain Co. has been incorporated at Tonkawa, Okla., with a capital of \$8,100. The incorporators are George M. Cassity, Benjamin U. Fewquay and Emil Hyde.

The Eastern Oklahoma Elevator Co. has been chartered at Marshall, Okla., with \$20,000 capital stock. G. T. Gossett, J. P. Fraker, W. F. Clemens and W. S. Gossett are the incorporators.

Articles of incorporation have been filed by the Patterson Co., of Greensboro, N. C., to do a wholesale business in grain, feed and provisions. J. W. Scott is president; J. M. Patterson, vice-president,

and J. W. Patterson, secretary. The capital stock is \$5,000.

J. W. Robb, of Kingfisher, Okla., will commence the erection of a 50,000-bushel elevator in Guthrie, Okla., about April 1. Mr. Robb has a string of six elevators in Oklahoma, the largest being at Kingfisher.

J. Perry Burrus, of McKinney, Texas, has purchased a site at Frisco, Texas, and begun the erection of a 35,000-bushel grain elevator. The storage will consist of ten galvanized tanks, having a capacity of 3,500 bushels each, and will be located near the flour mill. Wagon dump scales will be put in.

Hughes, Green & Co. have commenced work on the construction of their new elevator at Nashville, Tenn. The elevator will be 200x130 feet in dimensions and will have a capacity of 100 cars of hay and 70,000 bushels of grain in bulk or 100 cars of hay and 200,000 bushels of grain in sacks. The building is being built of yellow Georgia pine and will cost \$25,000 when completed.

MISSOURI, KANSAS AND NEBRASKA.

D. Holland & Co. have sold out their grain business at De Weese, Nebr.

An independent elevator project is now being promoted at St. Paul, Nebr.

H. F. Austin has sold his elevator at Hendley, Nebr., to his son, Arnold.

Dauphin & Corkle are reported to be erecting an elevator at Tilden, Nebr.

Fred Mosher has opened the elevator at Montrose, Kans., and is buying grain.

The A. J. Poor Grain Co. has completed an elevator at Buffalo Park, Kans.

The Kansas Grain Co. has replaced its burned office and scales at Sterling, Kans.

E. I. Crider is succeeded in the grain business at Silex, Mo., by Crider & Mudd.

The Nebraska Elevator Co. has made some repairs to its house at Narka, Kans.

The new elevator at Wahoo, Nebr., is equipped with an improved Hall Distributor.

H. C. Thompson has moved his grain business from Brainerd, Kans., to Whitewater.

H. Niemöler & Son have succeeded the Wakefield Mill & Elevator Co. at Wakefield, Kans.

The Farmers' Grain, Stock & Supply Co., of Holstein, Nebr., is reported out of business.

George S. Hays & Co.'s elevator at Trumbull, Nebr., was recently overhauled and repaired.

Arrangements have been completed for the erection of a farmers' elevator at Memphis, Nebr.

Lemon & Coleman succeed the firm of Cameron & Lemon in the grain business at Ulysses, Nebr.

The Ewart-Wilkinson Grain Co. is said to have purchased Ed. Leet's elevator at Fairbury, Nebr.

Farmers of Davey, Nebr., and vicinity are forming a company to put up a co-operative elevator.

The Kilpatrick Elevator near Beatrice, Nebr., has been completed. It has a capacity of 20,000 bushels.

Lewis Spelts has incorporated his grain business at David City, Nebr., under the style of the Spelts Grain Co.

The Norwich Mill and Elevator Co. has installed a new Fairbanks Scale and Dump at its plant in Norwich, Kans.

Bandt & Kalbfleisch, grain dealers at Harlan, Kans., have dissolved partnership, Charles A. Kalbfleisch succeeding.

The Pauline Grain & Supply Co., of Pauline, Nebr., has, it is stated, closed up its affairs. The stockholders were paid in full.

H. Hunker & Bro., dealers in grain, lumber and fuel at West Point, Nebr., have sold their business to Weller Bros., of Kansas City.

A farmers' elevator company has been formed at Nelson, Nebr., which proposes to erect an elevator. The capital stock is \$5,000.

A movement is on foot at Belvidere, Nebr. to organize a farmers' elevator company and purchase an unused elevator at that place.

Farmers near Elgin, Nebr., have decided to build an elevator at that place at a cost of \$4,200. It is to be operated by electrical power.

The Farmers' Grain Co. of Sutton, Nebr., has purchased the elevator which it has been occupying under lease. The price paid was \$4,600.

J. M. Marsh is said to have sold his elevator at Hebron, Nebr., to C. P. Starbuck, who has been conducting a lumber yard at Gilead, Nebr.

Henry Rucker and G. Somerholder have purchased the elevator at Steinauer, Nebr., formerly owned by J. A. Steinauer, and will reopen it.

The Dorchester Farmers' Co-operative Grain & Live Stock Shipping Association of Dorchester, Nebr., has amended its articles of incorporation,

permitting an increase of its indebtedness to two-thirds of its capital stock.

At a recent meeting of the directors of the Roseland Grain and Supply Co., of Roseland, Nebr., E. Johnson was re-elected president and H. B. Eversman, secretary.

H. H. Brown writes that his 75,000-bushel elevator at Parsons, Kans., which burned during January, will not be rebuilt. The loss was \$10,000 and there was no insurance.

At a recent meeting of the stockholders of the Axtell Grain and Elevator Co. at Axtell, Nebr., the following officers were elected: President, J. M. Nelson; secretary, C. L. Carlson.

A farmers' co-operative company has been formed at LaCrosse, Kans., to handle grain and coal. J. A. Yawger is president; Andrew Kerr, treasurer, and Levi Drake, secretary. An elevator may be built.

A 40,000-bushel elevator is being built at Lyons, Kans., in connection with the new flour mill and power plant now in course of construction for George M. Randall and H. M. Imboden of Wichita, Kans.

The Wellington Mill and Elevator Co. of Wellington, Kans., is adding a 100,000-bushel elevator to its plant. The elevator will consist of four steel storage tanks and is the first of its kind in southern Kansas.

The Hanna-Pate Grain Co., of Joplin, Mo., has filed articles of incorporation with a capital stock of \$25,000, all paid in. The stockholders are: P. C. Pate, R. C. Hanna, M. E. Pate and Fred Stuckey, all of Joplin.

The C., M. & St. P. R. R. Co. will build a 500,000-bushel elevator in the Kansas City east bottoms near Coburg, Mo. One and one-half acres of land have been purchased on which to erect the building. Work will be commenced within a short time.

The Southwestern Elevator Co. has been incorporated at Kansas City, Mo., to operate grain elevators and warehouses. The capital stock is \$25,000, all paid. The incorporators are N. H. Hand, C. S. Pitkin, H. T. Mulhall, C. H. Hodge and C. A. Gurley.

W. F. Hammond is building a new 30,000-bushel elevator at Elgin, Nebr., to replace the one recently burned. It will be of crib construction, 28x42 feet in dimensions, with an engine room, 14x20 feet, adjoining. The house when completed will cost about \$6,000. A gasoline engine will be used to operate the machinery.

J. F. Twamley, Son & Co., of Omaha, Nebr., have filed articles of incorporation to do a general grain and elevator business. The capital stock is \$150,000 and the directors are, J. F. Twamley, D. G. Dawson and W. V. Bennett. An elevator with a number of grain storage tanks with a combined capacity of 200,000 bushels will be erected.

CANADIAN.

A. J. Patterson has sold his flour and feed business at Pilot Mound, Man.

J. H. McCabe has bought Little & Co.'s flour and feed business at Toronto, Ont.

Leitch Bros. have made extensive improvements to their elevator at Oak Lake, Man.

It is announced that the grain firm of T. H. Metcalfe & Co., Winnipeg, Man., has dissolved partnership, J. E. George retiring.

The Ogilvie Elevator at Elm Creek, Man., is closed for the season. Fred McNeil, the manager, has returned to his home at Holland, Man.

The Chater Elevator Co., Ltd., of Chater, Man., has decided to dissolve and discontinue business. The affairs of the company are to be wound up and the assets distributed on May 23.

P. McIntosh & Son, millers and manufacturers of cereal foods at Toronto, Ont., are planning several improvements to their plant, including the erection of a large warehouse and a 100,000-bushel elevator.

A special committee of the Montreal Board of Trade recently recommended to the Government Transportation Commission that another elevator be erected at Montreal in addition to the one now about completed.

The Ogilvie Flour Mills Co., Ltd., has awarded the contract for the erection of its 500,000-bushel elevator at Port William, Ont., to the Macdonald Engineering Co., of Chicago. The elevator will be of steel construction and is to be completed by September 1.

The Canadian Northern Elevator at Port Arthur, Ont., is about completed and the machinery is all installed. Practically all that remains to be done is the interior finishing and this will be left until spring. The Barnett & Record Co., of Minneapolis, Minn., was the builder.

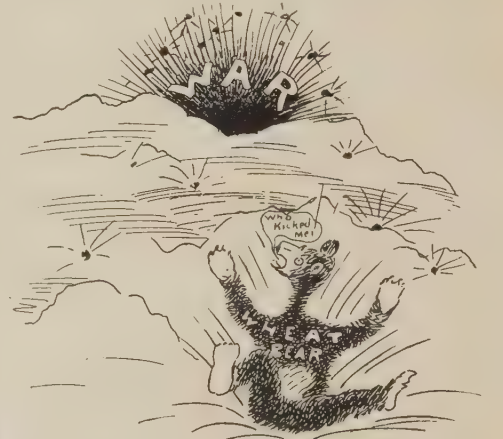
At a meeting of the town council and representatives of the Northern, Winnipeg, Dominion and Canadian elevator companies held at Fort William, Ont., on February 19, a satisfactory agreement between the companies and the town relative to the erection of a 1,500,000-bushel terminal elevator was

reached. The elevator companies are to erect the elevator, the only inducement being exemption from taxation, except the school tax, for a period of 20 years, and the co-operation of the town in assisting to petition the government to dredge a channel to the elevator property. The proposed elevator is to be equipped with modern machinery and is to be ready for operation by October 1. It will be so constructed as to be capable of extension if required.

MR. BEAR AND THE WAR.



The war news is getting tiresome to Mr. Bear. Wheat up another cent to-day. Will the Bear have still more trouble?—Zahm's Circular, Jan. 16.



The Bear realizes war is on. Wheat strong to-day. Dollar wheat in Toledo—in fact, cash sold \$1.00½. May \$1.00.—Zahm's Circular, Feb. 13.



The Bear is getting over his fright. Will he have another scare soon? or will the bulls do the worrying? Wheat closed easy to-day, after opening firm.—Zahm's Circular, March 5.

The Graham Distillery at Rockford, Ill., is a liberal buyer of rye and sound corn.

The wholesalers and retailers have substantially agreed in Allegheny that the former will not sell at retail to consumers and the retailers will buy exclusively of the local wholesalers. This is true reciprocity.

COMMISSION

Fyfe, Manson & Co., Chicago, are taking on stocks in connection with their grain trade.

Frank J. Delaney, with the Nash-Wright Co., Chicago, has returned from his trip to Argentina.

The incorporation is reported of the Schaller-Meyer Commission Co. at St. Louis, Mo., with a capital of \$2,000.

The Harris & Eddleman Co. (not inc.) grain commission merchants at Dublin, Texas, have changed their name to Harris, Eddleman & Co.

S. H. Greeley, formerly connected with Pringle & Browning, Chicago, has associated himself with the firm of W. H. Laidley & Co., 186-190 LaSalle street, this city.

The Horace Ingersoll Co., New York City, has been chartered with a capital stock of \$100,000 to deal in grain. C. B. Barker, F. B. Morgan and Gaston Benoit are the directors.

E. J. Noble, formerly chief grain inspector, has engaged in the grain commission business with offices in the Rialto building, Chicago. He is a member of the clearing house.

The Cincinnati Grain Co. has been incorporated at Cincinnati, Ohio, with a capital stock of \$25,000. The active members of the company will be Peter Van Leunen and C. S. Emrick.

Frederick S. Martin, formerly a partner of Charles Counselman & Co., has made a connection with Jackson Bros., Chicago, and will put the trade he controls through that firm.

Robert J. Zorge, a prominent professional operator, failed to clear his trades on the Chicago Board of Trade recently. The failure had no effect on the market as there were but few trades open.

W. H. Long, who for several years represented Harris, Gates & Co., in the corn pit of the Chicago Board of Trade, went with Bartlett, Frazier & Carrington on March 1 where he will act in a similar capacity.

Oliver A. Olmsted, until March 1 with Harris, Gates & Co., in charge of a department in the stock business of that firm, has formed a connection with Logan & Bryan, Chicago, where he will act in a like capacity.

S. B. Chapin & Co. have become a member of the Chicago Board of Trade clearing house and will clear their own grain and provision trades. George R. Denniston, late of Gillett & Denniston, will have charge of their board of trade business.

On March 1 the firm of Charles W. Gillett & Co. succeeded Gillett & Denniston, carrying on the brokerage and commission business of the old firm. George R. Denniston, who withdrew from the firm, has accepted the management of the new grain department of S. B. Chapin & Co.

A. H. Farnum, for several years with Harris, Gates & Co., Chicago, being floor manager for that firm, has formed a connection with Bartlett, Frazier & Carrington which went into effect March 1. Mr. Farnum was formerly and some years a partner in the old firm of Baldwin, Farnum & Co.

John Walker, who has been a member of the Chicago Board of Trade for forty years, recently sold his membership for \$3,500. He was board of trade weighmaster from 1887 to 1897, and previous to that time was a member of the inspection appeals committee. For the past few years he has not been in business.

C. E. Gifford & Co., Chicago, will retire from the commission trade April 1. The house has been an active one in Chicago since 1876. C. E. Gifford, Sr., has reached his seventy-seventh year and will retire entirely from active business. He has been in the grain trade for fifty years. His sons, I. C. and C. E. Gifford, Jr., will devote their time to their individual grain operations hereafter.

On March 1 the formal announcement was made that Van Ness Bros., Chicago, had succeeded Van Ness & Wilson. The change occurred through the retirement of L. B. Wilson, who will, for a time, leave active business work. His place is taken in the firm by D. I. Van Ness, who has been associated with the concern since its formation and who is thoroughly conversant with grain trade affairs in both country and terminal markets.

The Chicago grain commission house of Pringle & Browning was reorganized on March 1 and a new firm formed under the style of Pringle, Fitch & Rankin. It is composed of Robert Pringle, Walter Fitch, James A. Rankin and T. W. Browning. They have taken over the grain wire service of Harris, Gates & Co. Messrs. Pringle and Rankin have been traders for many years and Mr. Browning has been identified with the grain trade for over twenty years. Mr. Fitch has been interested with the Northern Grain Co. in the cash business and re-

tains his connection with that company. Ad. Warner will represent Pringle, Fitch & Rankin in the corn pit.

Announcement has been made of the addition of two members to the grain commission firm of Watson & Co., Minneapolis, Minn. The new members are Herschell V. Jones, owner of the "Commercial West," and Charles E. Anderson, who has been head man for Watson & Co. for about ten years. Mr. Jones will have entire charge of the statistical work for the firm, while Mr. Anderson will continue in his former capacity. The partnership went into effect March 7.

The grain commission firm of McWhorter, Hollinger & Sunderland, Omaha, Nebr., has dissolved. W. C. Sunderland has withdrawn and formed a partnership with Nelson B. Updike, under the firm name of Sunderland & Updike. They will do a general commission business in grain and stocks, and are correspondents of Bartlett, Frazier & Carrington, Chicago. The old firm, consisting of S. A. McWhorter and F. C. Hollinger, will be known under the name of the S. A. McWhorter Co.

In honor of his seventieth birthday, a very beautiful floral piece made up of seventy American Beauty roses was presented to W. F. Johnson on 'change in the Chicago Board of Trade on March 4. Mr. Johnson is the senior partner of W. F. Johnson & Co. and has been a member of the Chicago Board of Trade for thirty years. The presentation speech and address of congratulation was made by W. S. Jackson, president of the board, while Colonel Bentley made the response for the members.

E. C. Wall, of Milwaukee, Wis., whose name is to be presented by the Wisconsin delegation to the St. Louis Democratic convention for the nomination for president, has retired from the grain commission business. Notices were sent out on February 19 of his withdrawal from the firm of Wall, Jackson & Co. The firm resumes its former business title of Jackson Bros. & Co. and will continue as heretofore. Mr. Wall will probably engage in the real estate business in partnership with his son, Alexander.

Charles Counselman, of the Chicago Board of Trade, is reported to be critically ill. He went to Pasadena, Cal., about the first of the year on account of ill health; and as his condition did not improve he left Pasadena in a private car on March 9 for Hot Springs, Va., where it is hoped he will be benefited. He is said to be suffering from a general break-down of the system. He is accompanied by his wife and father-in-law. Several specialists have been treating Mr. Counselman during his stay in California.

It is announced that Joseph G. Snyder and Erskine Richardson, of Richardson & Co., Chicago, have joined the new grain firm of J. F. Harris & Co., which commenced business March 1. The last named house was formed by John F. Harris, Samuel C. Scotten and John Dupee, who were, until March 1, members of the firm of Harris, Gates & Co., which was succeeded on that date by the new firm of Charles G. Gates & Co. The firm of J. F. Harris & Co. has taken over the elevators on the Atchison Railway and other elevators heretofore operated by Richardson & Co. These elevators will be operated in connection with the elevators already controlled by J. F. Harris & Co. The transfer of the Richardson interests to J. F. Harris & Co. was caused by the death of Daniel E. Richardson, head of Richardson & Co., and the sale by R. J. Richardson of his interest in the business to the other members of the firm, Joseph G. Snyder, R. G. Richardson and Erskine Richardson. The house of Richardson & Co. was one of the oldest handling grain in the Southwest. It had an incorporated capital of \$500,000.

EFFECT OF CLEANING GRAIN ON THE FARM.

It is curious to learn that one special economy in threshing out the vast wheat products of the Northwest has led to the beginning of what will in time become a very extensive and profitable business of the Eastern sheep feeding districts; this being the more recent improvement in the machinery for cleaning the grains threshed out from the vast harvests of the Northwest. Formerly millions of bushels of screenings from the threshing of small grains, including flax, were fed in the Northwest with very satisfactory profit; so that the refuse of the threshing was gathered up with close economy and sold at a very remunerative price. Improvements, however, in machinery have gradually saved so much of the grain, that nothing is now left but the seeds of weeds, and especially of cockle and some other plants. These seeds are worse than useless, being unwholesome, and in some part actually poisonous, to sheep. This I know, having had a large number of samples sent to me for examination, in some cases in special regard to sheep which have died after having been fed on them.

Now screenings are unsalable at the low price of

5 cents per 100 lbs., and this is really too much, for there is great risk of loss of sheep in feeding them, on account of the virulent character of nearly every kind of seed of which the trash consists. This state of things has led to the disposal of feeders, instead of finishing them for sale for the western markets as mutton. Of course this puts a good thing in the way of farmers as far east as Ohio, New York, Virginia and adjacent states, and so the benefits of the western sheep industry are now being shared, and may be still further shared, by farmers in the East, who will buy up the feeding lambs in the fall months and grow alfalfa, clover and corn, and save whatever clean screenings from their grain crops they may find possible. This condition too will tend to the increase of good root crops, a most valuable agent for the benefit of the soil, and these fed to flocks of western lambs will return manure for the enrichment of grain crops, and thus go so far as to increase the value of eastern farms. This is really only reaching the results which have been the rule in the past and still exist in Europe, and which seem to be a permanent necessity for full farm economy.—Henry Stewart in Country Gentleman.

PERSONAL

W. F. Williams is now in charge of the Zorn Grain Co.'s office at Ogden, Ill.

Charles Harper has given up his position with the Anchor Grain Co. at Clarksville, Iowa.

A. E. Shook, of Millbank, S. D., has taken charge of C. E. McGowan's elevator at Wilmot, S. D.

J. C. Newcomb of Souris, N. D., is in charge of the Winter & Ames elevator at West Hope, N. D.

Roy E. Curtis of Delavan, Ill., has taken the management of the Wayne Elevator at Wayne Station, Ill.

William R. E. Masters of Jacksonville, Ill., has been appointed an assistant grain inspector at Chicago.

Bert Van Antwerp has given up his position in the Richardson Elevator at Elliott, Ill., and engaged in farming.

P. T. Andrews, of Sherman, Texas, has been elected manager of the Sleeper Grain Co., of Waxahachie, Texas.

F. R. Lilly of Sanborn, N. D., succeeds H. V. Stevenson as agent for the Crescent Elevator Co. at Langdon, N. D.

Seth Andrews has severed his connection with the Whiting Grain Co. for which he was local manager at Claremont, N. H.

Thomas Anderson of Gardner, N. D., has accepted the position of manager for the Anchor Grain Co. at Cottonwood, Minn.

H. M. Mason has resigned his situation in the elevator at Stanford, Ill., and has resumed his former occupation of jeweler.

J. E. Helms is succeeded as manager of the Northwestern Elevator Co.'s elevator at Marshall, Minn., by a Mr. Dewa, of Pipestone, Minn.

A. L. Pomeroy, for some time manager of an elevator at Odebolt, Iowa, has removed to Lindsay, Nebr., where he has taken a position.

L. R. Reitan has resigned the management of the Monarch Elevator at Hancock, Minn., and is succeeded by a Mr. Johnson of South Dakota.

M. J. Schmitt has resigned as buyer for the Davenport Grain Co. at Hardwick, Minn., and removed to Epiphany, S. D., where he owns a large farm.

C. U. Webster, who has been the Thorpe Elevator Co.'s agent at Gray, Minn., for the past two years, has resigned and is succeeded by C. O. Nelson, of Fertile, Minn.

C. H. Budke, for the past three years grain buyer at Tenney, Minn., for the Atlantic Elevator Co., has given up his position and gone on to his claim in North Dakota.

W. T. Edge has closed Tanton & Todd's elevator at Lawton, N. D., for the season and has taken charge of the elevator at Lakota, N. D., owned by the same firm.

Oscar Johnson has resigned his position with the Great Western Elevator Co. at Franklin, Minn., and will engage in farming. Mr. Johnson owns a farm near Franklin.

D. S. Shellabarger, of Decatur, Ill., a well known miller and grain dealer, has announced his candidacy for the office of congressman from the nineteenth Illinois district.

A. J. Holmes, for the past five years employed in the grain elevator at Washington, Pa., has been promoted by his employers, the grain and implement firm of Swart & Bailey, to the position of

traveling salesman and collector. He will sell the firm's line of implements in that section of Pennsylvania.

J. A. Coad, who has had charge of the Atlas Elevator at Aurora, S. D., for some months, resigned recently and was succeeded on March 1 by Gus Wilcox of West Concord, Minn.

T. J. Clingman of Buena Vista, Ill., has taken charge of Meyer Bros' elevator at Eleroy, Ill., and William Gift of Red Oak, Ill., has taken charge of the firm's house at Buena Vista.

E. E. Remington, for the past three years agent for the Peavey Elevator Co. at Mitchell, S. D., has removed to Minneapolis. The elevator was recently sold at Palmer & Pollock.

W. S. Pickett has resigned as manager of the Axtell Grain & Elevator Co. at Axtell, Nebr., and taken a position as traveling representative with the Kemper Grain Co., of Kansas City.

Val C. Meyer has given up his position of manager of Winter & Ames' elevator at Browerville, Minn., and disposed of his residence property. Mr. Meyer will remove to North Dakota this spring.

F. E. Hawley, for many years local agent of the Pacific Coast Elevator Co. at Pullman, Wash., has returned to that place after a year's absence and taken the local agency of the Puget Sound Warehouse Co.

THE EXCHANGES

Trading in grain futures was inaugurated on the New Orleans Board of Trade on March 7. The first sale recorded was of 5,000 bushels of corn at 48 cents.

Chicago Board of Trade memberships are changing hands at higher prices. One sold recently at \$3,800 net to the seller, an advance of \$100 from the last previous price.

The Milwaukee Chamber of Commerce has posted an amendment to the rules making No. 1 and No. 2 hard Kansas wheat deliverable on contracts on and after July 1 at a 2-cent penalty.

The Baltimore Chamber of Commerce was among the first institutions to resume business after the recent fire. The receipt of quotations and the shipment of grain cargoes began February 11.

By a vote of 473 to 81 the proposed amendment to the rules of the Chicago Board of Trade reducing the penalty on hard winter delivered as contract wheat from 5 cents to 2 cents per bushel.

A petition to make No. 3 corn and oats deliverable on contracts at 3 cents and 2 cents penalty, respectively, was returned to the directors of the Chicago Board of Trade on March 8 with over 100 signatures.

The Winnipeg Grain Exchange on February 16 discontinued posting Chicago, Minneapolis, Duluth and St. Louis markets. The object is to encourage the local market and do away with trading in American wheat as much as possible.

T. E. Cole, a member of the Minneapolis Chamber of Commerce, has been suspended for a year because of an alleged violation of the rule which provides that an order from a customer must be executed at once in the pit and not carried by the member on his own responsibility.

At a joint meeting of the Grain Committee of the Chicago Board of Trade and the representatives of the state inspection department the latter accepted the type samples submitted by the committee; these samples to govern in the matter of inspection on all fresh receipts and all grain going into store hereafter. The samples will be divided, the committee retaining part of each and the inspection department taking part.

Hereafter, applicants for membership on the Chicago Board of Trade will be required to show that they will own their memberships free from all indebtedness in order to be admitted. In other words, the practice of buying a membership for an employee and allowing him to pay for it out of his savings will not be countenanced. The ruling was made in the case of an employee of a prominent commission house on the ground that the house was paying for the membership and not the applicant.

At the regular monthly meeting of the Montreal Corn Exchange committee of management, March 1, the question of procuring an improved service of telegraphic market quotations was considered. A letter was submitted stating that purchasers of grain at Montreal were sometimes expected to pay the charge for inspection, and asking the committee's opinion as to who should pay such charges. Reference to the rules and regulations of the association governing transactions in grain showed that rule No. 12 provides that the term "F. O. B."

should be held to include all charges of whatsoever kind.

"Dan" Sully, whose operations in cotton have given him an international reputation, has become a member of the Chicago Board of Trade and will operate in grain as well as cotton. Mr. Sully was introduced to the wheat pit on February 27. Escorted by E. F. Leland and Herbert Ware of Ware & Leland, he reached the edge of the pit. Here he was snatched from his guardians, pounced upon by fifty brokers and forced with more speed than grace down to the pit's center. He was pulled this way and jostled that, in the midst of a laughing, cheering throng, who handled him with entire good nature, but with some strength. "Merely to show a New Yorker how to behave in Chicago," declared one. "Glad to see you with us, Sully," shouted another, gayly crushing in the Derby hat which served the cotton ruler as a crown. "It's a fierce proposition," was the declaration of Mr. Sully when finally he emerged from the melee, clothing awry, hair tossed, necktie unfastened. After seeking a mirror and a brush he met some of the members of the Exchange more formally, including A. L. Valentine, George S. McReynolds, Albert Farnum and George Marcy, and they went to Secretary Stone's room, where he signed the articles which made him a full-fledged member of the board.

CHANGE OF RULES AT SAN FRANCISCO.

The following amendments to the rules of the San Francisco Merchants' Exchange have been favorably reported:

To rule 9 add section 7: In making delivery on "time contracts" of No. 1 wheat, seller shall have the right to deliver in lots of 2,000 cents either No. 1 white wheat or No. 1 Sonora wheat, Merchants' Exchange standard; No. 1 blue stem or No. 1 Walla Walla white wheat, standard of the Chamber of Commerce of Portland, Ore., when adopted by the Merchants' Exchange. Should Walla Walla white wheat be delivered, seller shall deliver and buyer shall receive and pay for same at an allowance of 5 cents per cental below contract price. Should No. 1 Sonora be delivered a like allowance of 2½ cents per cental shall be made.

The allowances in the foregoing paragraph are subject to change when recommended by the committee on grain. Such changes to be determined by the quality of the season's crops.

To rule 8 add section 7: Unless otherwise especially mentioned at the time of making trades, all "time contracts" for wheat shall be for No. 1 wheat, deliveries of same to be made under the conditions of section 7 of rule 9.

FIRES--CASUALTIES

J. D. Nichols & Son, grain dealers at Noble, Ill., were burned out recently.

The Sleepy Eye Milling Co.'s elevator at Rowena, S. D., was burned on February 14.

Fire at Elgin, Nebr., on the morning of March 2 badly damaged the Nye-Schneider-Powler Co.'s elevator.

F. M. Slagle & Co.'s elevator at Wakonda, S. D., was slightly damaged by fire caused by a break in the gasoline supply pipe on February 8.

Fire in the elevator of the Great Western Cereal Co.'s plant at Nebraska City, Nebr., on February 27 damaged that structure to the extent of about \$1,000.

The building at Fort Worth, Texas, occupied by E. G. Rall as a wholesale grain store, was damaged by fire recently to the extent of about \$1,000. The property was insured.

The elevator at Prescott, Wis., owned by the Wisconsin Grain Co., was totally destroyed by fire on February 8, together with several thousand bushels of grain. The loss is \$10,000, with \$5,000 insurance.

Elevator B of the Alliance Milling Co. at Denton, Texas, gave way on the afternoon of February 22 and 2,000 bushels of wheat ran out upon the ground. Nearly all the grain was recovered and the loss is small.

Chamberlain Bros' elevator and feed mill at North Lewisburg, Ohio, burned on March 5. The fire was of unknown origin and started in the elevator. The elevator and engine house were of frame. There was \$3,900 insurance on the buildings and \$1,600 on the stock.

The elevator and flour mill at Boone, Iowa, owned and operated by the Eli H. Doud Milling Co., were totally destroyed by fire on March 6. The fire broke out on the top floor of the mill, which was in operation at the time, and was discovered at about 11:35 o'clock p. m., by the night miller. The flames soon spread to the elevator, destroying that structure, together with a large quantity of wheat, corn

and oats. The fire is supposed to have been caused by friction. The loss is estimated at \$30,000, with \$18,000 insurance.

The elevator at Laird, Minn., owned by George Stevenson & Co., of St. Charles, Minn., is reported to have been destroyed by fire recently. The loss is placed at \$4,000, with \$3,000 insurance. The elevator will be rebuilt.

The Missouri & Kansas Grain Co.'s elevator at Neosho, Mo., burned on February 18. A large amount of grain and feed was destroyed. The loss is mostly covered by insurance. The fire originated in the engine room at the noon hour.

The Duluth Elevator Co.'s elevator at Mekinock, N. D., was totally destroyed by fire, together with 3,000 bushels of wheat, on February 28. The company will rebuild at once and material is already on the ground for that purpose.

A large bin, forming a part of the American Hominy Co.'s elevator at Chesterville, Ill., burst on February 25, letting a large part of the 10,000 bushels of corn contained therein, run out upon the ground. Filling the bin beyond its capacity was the cause of the accident. Most of the grain was saved.

The Hoffman Elevator at Damar, Kans., burned on the night of February 2. It had a capacity of 10,000 bushels and contained 8,000 bushels of wheat at the time of the fire. The fire is supposed to have been caused by a hot journal. The loss on the building is about \$3,000. The wheat is so badly damaged as to be practically worthless.

The Pacific Elevator Co.'s elevator at Fairfax, Minn., was burned to the ground recently, causing a loss of about \$7,000, fully covered by insurance. The elevator contained about 2,500 bushels of wheat and 600 bushels of rye. Edward Pehrson, the agent, barely escaped from the burning building, leaving his clothing and about \$97 in money behind. A new and larger elevator will be erected on the site.

The elevator at Keensburg, Ill., owned by Shultz & Rosenberger, was struck by lightning during a severe electrical storm on the morning of February 7 and burned to the ground. The fire started in the elevator cupola and spread to the flour mill, owned by the firm, destroying that structure also. The burned plant was of brick and frame construction and was operated by steam power. The loss is estimated at from \$10,000 to \$15,000, with \$3,800 insurance. Between 5,000 and 6,000 bushels of corn, a quantity of flour and some wheat were destroyed.

The starch factory of the Corn Products Co. at Oswego, N. Y., the largest plant of its kind in the world, was recently destroyed by a fire which broke out in the chemical room. A large quantity of corn and starch was destroyed. The property loss is estimated at \$1,000,000. One fireman was killed while fighting the fire and others were injured. The burned plant was known as the Kingsford Starch Factory and had a capacity of thirty-six tons of starch a day. The business was established by T. Kingsford & Son in 1848. It was purchased by the National Starch Co. about three years ago, and in May, 1902, it passed into the hands of the Corn Products Co. Insurance to the amount of \$500,000 was carried on the buildings, stock and machinery. About 600 hands were employed in the factory.

TRANSPORTATION

The Pennsylvania road sent out a blockade notice on March 9. It refused to take freight for east of Harrisburg owing to floods in the East.

The Great Lakes and St. Lawrence Navigation Co., better known as the Wolvin Syndicate, which has been doing business in Quebec in the shipment of Western grain by the great lakes for the past two years, has decided to remove its head offices to Montreal, leaving only a branch office at Quebec.

The steamer Black Rock has been chartered at Chicago for a cargo of oats to Buffalo, and is the first boat to go to an elevator since the close of navigation. Now that the break has been made, it is likely that a number of other charters will be made. Vesselmen are insisting on the "strike clause" in their charters in order to escape loss.

A press report from Sioux City, Iowa, under date of March 2, says: "Millers and grain men from this territory held a conference at the Mondamin this afternoon to consider what action might be taken to secure better grain rates from the railroads and the possibility of securing switching tracks on crossroads in Nebraska. An association may be formed of millers and grain dealers in South Dakota, Nebraska, southern Minnesota and Iowa. Prominent men are interested."

The new Woolner distillery at Peoria has begun grinding corn.

IN THE COURTS

W. P. Bowen Milling Company of Independence, Kans., has sued Nessly & Rucker, grain dealers at Mulvane, for \$442.77, amount alleged to be due on overdrafts.

On March 6 at Buffalo, Chas. H. McLaughlin seized on attachment a car of barley (1,318 bu.) belonging to the Griffith-Hall Grain Company of Chicago, claiming debt of \$977.12.

The Weare Commission Company has appealed from the decision of the Circuit Court at Princeton, Ill., where the company's branch office was declared a bucket-shop and was fined \$200.

The G. W. Cereal Company has begun suit at Akron, O., against H. Miller's Sons of Canal Fulton, O., for \$1,500 damages, alleging the filling of a barley contract with an inferior grade of barley to that contracted for.

An injunction was granted E. L. Welch & Co. against the Minneapolis Chamber of Commerce to prevent the sale of two seats held by the late Chas. K. Seidel until a note of \$1,700 made by Seidel shall have been paid.

In the case of W. L. Day against the Pennsylvania Railroad Company, who sued for \$10,000 damages, alleging the defendant company's locomotive set fire to his elevator, which was burned, the jury at Tiffin, O., found for the defendant.

Lamb, McGregor & Co., commission, Minneapolis, have sued the Amboy Farmers' Elevator Company to recover \$2,922, money advanced since July, 1902. The company is believed to be insolvent, and suits will have to be brought against the shareholders.

John S. Lawyer of Genoa, Ill., has begun an action to restrain E. H. Cohoon from receiving any moneys on account of the firm of Cohoon & Lawyer. The business was recently sold to Thos. White of Aurora; but Cohoon, who has had charge of its books, claims the firm of Cohoon & Lawyer is insolvent, while Lawyer claims, on the contrary, that it has been profitable.

I. L. Corse & Co. have secured a judgment for \$10,000 and interest against the Minnesota Grain Company at Minneapolis, the action being based on a claim of fraud. Corse & Co. said that on representations by the defendants that the paper of one E. C. (Anna M.) Hogan of New Paynesville was good, they took over the latter's indebtedness to the defendants. They claimed that the securities were worthless and that fraud had been practiced by Hogan and the defendants.

In the suit of M. J. Healey against B. R. Patterson, grain dealer at Mitchellville, Ia., for damages for personal injury, the Iowa Supreme Court has rendered a decision against Healey. He claimed injuries to his arm due to the failure of a trap door to work, and claimed he followed the directions of Patterson's employe, in charge of the mechanism. The court held that the employer was not responsible for the mistakes of the employe, not having been employed to do the particular work complained of.

Wm. J. Crandall is owner of a flour and feed mill and elevator at Firth, Nebr., whose buildings are on the right of way of the C., B. & Q. R. R. He conducts his milling and his grain business separately, though on the same premises; and he complains of discrimination by the railroad, which gives him no more cars for his two lines of business than it gives the farmers' elevator doing business within a few rods of him. He has, therefore, appealed to the Supreme Court for the relief refused him by the Circuit Court. The railroad company alleges that it has not discriminated against Crandall; that his milling products have been shipped in foreign cars consigned to him for that specific purpose; that its own cars consigned to him have been for his grain trade; and that where it did give him company cars for the exclusive shipment of the milling products it did not count them in his apportionment of cars for the grain business.

Fred M. Blount of the Chicago National Bank has been made receiver for the Chicago Railway Terminal Elevator Company, which has \$1,255,000 of its bonds outstanding. A bill also has been filed by John S. Goodwin, trustee, asking that the holders of the bonds be restrained from interfering with his administration as receiver. Eight elevators in Chicago and three valuable sites for elevators are scheduled as having been named in the trust deed given to secure the bonds when they were issued on March 1, 1904. The elevators enumerated are: Air Line, Galena, City, Union, Fulton, Iowa, Northwestern and St. Paul elevators. Two of the elevators, the Northwestern and the Air Line, have been destroyed by fire since the bonds were issued and the control of the Fulton and St. Paul elevators passed from the company in 1898. The other properties passed to the management of Trustee Good-

win last year. The company was managed by the Weares for the past fifteen years. The houses were leased about eight months ago to Bryant & Co. The English syndicate bought the houses fifteen years ago from Munger, Wheeler & Co., and has had an unfortunate experience. It is said that the bonds were hypothecated by Weare, who advanced the money to run the elevator business and failed to get it back from the Englishmen.

During the hearing of a motion to dismiss the injunction restraining the St. Louis Merchants' Exchange from attempts to force the collection of margins (in wheat corner), two witnesses failed to appear; and when the court issued attachments for them, the officer reported that the men were on the floor of the Exchange, but that he was not permitted on the floor to serve the papers. It has been the custom for thirty years to allow none but members on the floor; but the court said that if he had been advised by the deputy that he had not been permitted on the floor in his official capacity, he would have sent the offenders to jail for contempt of court. The men wanted appeared in court after the Exchange session closed.

The suit brought by Archibald A. Hutchinson and others, stockholders of the American Malting Company, to compel certain directors of the company to refund dividends paid out of capital in 1897, 1898 and 1899, to the amount of \$1,885,350, is now before the Supreme Court in Brooklyn, N. Y. The American Malting Company, which was named as a defendant in the original action, is now a plaintiff, having obtained leave to become so on the ground that it admitted the allegations in the complaint, and desired to prosecute its directors for the recovery of the dividends alleged to have been illegally paid out of capital. The plaintiffs are suing each of the directors individually, the first case taken up being that against Alexander M. Curtiss of Buffalo. The other directors named as defendants are: Charles M. Warner of Syracuse, Grant B. Schley, Elverson R. Chapman, George F. Neidlinger, Seymour Scott, the present general manager of the company, and Charles A. Stadler, now president of the corporation. The plaintiffs also sue for \$650,000 as compensation for the damages which they aver the company sustained on account of the illegal payment of the dividends. The company was organized under the laws of New Jersey, which provides that a director is personally liable for dividends paid out of capital stock. The cases came up for trial before Justice MacLean in November, 1902, who held that no cause of action was disclosed in the complaint, as the laws of New Jersey do not apply in New York. An appeal was taken to the appellate division, when this ruling was reversed, the court holding the acts complained of were against the stock corporation law of this state, and that, as they were committed here, a sufficient cause of action existed against the defendants. Even though the New Jersey statutory liability does not hold here, it was held, that under the stock corporation law stockholders in a foreign corporation can recover from its directors the full amount of an improperly declared dividend. The defendants deny that the dividends were paid out of the capital stock, and allege they were earned by the company. The company is said to be now doing business on a profitable basis, and to have \$2,000,000 in its treasury.

AMEND THE INTERSTATE COMMERCE LAW.

A bill to increase the powers of the Interstate Commerce Commission:

SECTION 1. Provides that any order made by the Interstate Commerce Commission, after hearing and determination had on any petition now pending or hereafter presented under the provisions of the "Act to regulate Commerce" (commonly termed the Interstate Commerce Act), declaring any existing rate, or any regulation or practice affecting such rate, complained of, for the transportation of persons or property, to be unjustly discriminative or unreasonable, and declaring what rate, regular or practice would be just and reasonable, and requiring to be substituted therefor, shall become operative within 30 days, or, in case of proceeding for review, then within 60 days. Such order may at any time be modified, suspended or revoked by the Commission upon full hearing of all parties in interest.

SEC. 2. Provides that if the rate is a joint rate, and the parties thereto fail to agree upon the apportionment thereof within 20 days, the Commission may determine the portion to be received by each carrier. Also, when the order of the Commission prescribes the just relation of rates to or from common points, and the carriers parties thereto fail to agree as to the charges to be made to effect compliance, the Commission shall prescribe the rates to be charged by either or all of the parties.

SEC. 3. Provides that every order, as to its justness, reasonableness and lawfulness, shall be reviewable, upon petition filed within twenty days, by

any Circuit Court given jurisdiction, and requires the Commission to file a certified copy of the record of the case within twenty days after notice. The court may in its discretion, upon the application of either party, cause additional testimony to be taken in such manner as it may direct, and if after hearing, the court is of the opinion that the order of the Commission was made under some error of law, or is, upon the facts, unjust or unreasonable, it shall modify, set aside or annul the same; otherwise the petition shall be dismissed. Pending review, the court may, upon application and hearing, if in its opinion the order is clearly unlawful or erroneous, suspend the order. Appeal to the Supreme Court may be taken within thirty days, but the order of the Circuit Court is not stayed thereby. Cases under this act in both courts are given precedence over all except criminal cases.

SEC. 4. Provides that the defense in all such proceedings for review shall be undertaken by the proper district attorneys under the direction of the Attorney General and that the Commission may, with his consent, employ special counsel.

SEC. 5. Provides that if any party bound thereby shall refuse or neglect to obey any order of the Commission mentioned in this act while the same is in force, obedience shall be summarily enforced by writ of injunction, or other proper process, which shall be issued by any Circuit Court upon petition of the Commission, or of any party interested, with evidence of the violation alleged; and the offending party shall be subject to a penalty of five thousand dollars for each day's continuance of such violation.

SEC. 6. Repeals all conflicting acts.

SEC. 7. Makes the act effective from its passage.

NOTE. It will be observed that under this bill the operation of the law will be reversed, the order of the Commission under the present law being of no effect until an order is obtained from the courts enforcing it; whereas, under this bill the order of the Commission becomes operative within thirty days after its promulgation and so continues until suspended or set aside by the court upon review or appeal.

STATE VS. PRIVATE SUPERVISION

In a paper read by Geo. A. Wells of the Iowa Grain Dealers' Association at the dinner given some time ago by Chief Weighmaster Foss of Chicago to the employees of his office and invited guests, Mr. Wells, among other things, said:

I am personally interested in board of trade supervision of weights because I believe that such supervision is superior to state or federal supervision. I believe that the moral discipline of the grain trade in general, organized as it now is, and of the boards of trade in particular, will secure a better and more honorable service than can be secured by state or federal laws. State and federal supervision cannot help but be more or less cumbersome and unwieldy, besides being continually hampered by politics and politicians. I will venture the assertion that the members of the Chicago Board of Trade Weighing Department secure and hold their positions strictly on a merit basis and not by the recommendation of any member of the Chicago Board of Trade. Am I correct?

We are vitally interested, not only in having the weights of our grain accurately read on the scales and recorded, but also in knowing that the scales are in perfect condition, that all the grain contained in the cars is weighed and that the grain is carefully swept up about the pit between the unloading of each car. The construction of the modern terminal elevator is such that I feel like comparing it with the safety deposit vaults of a bank, and I believe that with a reasonable supervision we are certain of getting full weight on all the grain arriving at such elevators in the cars.

Our troubles concerning short weights, however, are not confined to the unloading and weighing of the grain, in fact that of itself is a simple proposition. You probably understand very well that we sell or consign the grain subject to your terminal weights, the shipper assuming all chances of the numerous mishaps that may occur in transportation from shipping point to the placing of the cars at the elevators for unloading. We hold that the railroad companies are responsible to the shipper for delivery at destination of all grain loaded at shipping point; and it is, therefore, very important to know when cars arrive at the elevators without seals, or when there has been leakage or stealage en route; therefore your official record of condition of cars is extremely important to us. We also believe that it is the duty of your department to use every means possible to assist us in correcting abuses and bad methods in terminal matters so far as relates to the securing of a safe and perfect delivery of the grain is concerned.

If I were competent, I would like to talk to you as individuals about that important element in human nature, namely character. The positions that you occupy demand character and the assumption of moral responsibility. The success of the weighing department of the Chicago Board of Trade will be measured by the ability of your chief weighmas-

ter in the selection of assistants who possess character. I have met several of you while on duty, have checked over your work to some extent, and I feel that I can safely compliment Chief Weighmaster Foss on his ability in that direction; and if a competent judge of human nature should glance around this table to-night, he would certainly approve what I say.

BARLEY AND MALT

The O'Brien Brewing and Malting Co. has been incorporated at Klondike City, Y. T., with a capital of \$200,000 to carry on the business of brewers and maltsters.

The Wisconsin Malt and Grain Co. will rebuild its elevator at Forest Junction, Wis., which was destroyed by fire recently. Work will be commenced as soon as the weather will permit.

The Northwestern Malt & Grain Co., Chicago, has taken out a building permit for the erection of a three-story and basement brick addition to its property at 1039 Forty-ninth avenue, this city.

A press report from Seattle, Wash., says: "Persistent demands for barley, made more apparent since the opening of the Japanese and Russian war, have forced the price up \$2 per ton, which is now hard to secure at \$21.50 to \$22.00. Agents of the Russian government are credited with having forced up the price. It is claimed the demand from that quarter has been insistent since it became apparent that hostilities would occur, and since the war actually started the Russian agents have been buying all the barley that could be traced in this state. Barley is in use in the Russian army for mixture with wheat or other cereals. It is cooked as porridge and fed to the troops in the field. Though the dish would not be relished by an American, it is claimed for barley that it has great strength-giving qualities, and will be used extensively in supplying the Russian troops. The quantity of barley yet in this state and which could be shipped to an Asiatic port for the Russian buyers is estimated at from one to two cargoes. Washington has only been a barley producer for three or four years and the amount of barley grown is not yet large. The country about Dayton raises most of the crop and the farmers that have been cultivating the cereal have found it profitable.

In a fire at the George Bullen & Co. malting plant, St. Clair and Michigan streets, Chicago, on the afternoon of March 7, one fireman was killed and two employees of the company were injured. The property loss is estimated at \$125,000. This fire was the third at the plant within a year, and all are now believed by the company to have been started by incendiaries. The fire started in the six-story brick malthouse of the Bullen plant. Smoke was discovered in the tower of the building at noon, when most of the employees were away. The building was filled with malt and barley, which had been received in the plant in the 24 hours preceding. Repairs on the structure, necessitated by a fire on January 17, had just been completed. The fire destroyed the tower before it was checked by the firemen. Within half an hour the roof, burdened with huge tanks containing many tons of water, had fallen, carrying the intermediate floors to the basement. Damage by water was also caused in an eight-story elevator adjoining the malthouse. It was used for storing dried malt and was filled with grain. The first fire at the Bullen plant occurred about a year ago and caused a loss of \$150,000. The second fire occurred about seven weeks preceding the last one and caused a property loss of \$75,000. Both of the two last fires started in practically the same part of the plant and are considered to have been of incendiary origin.

IMPORTS AND EXPORTS OF BARLEY AND MALT.

BARLEY.			
Imports—	Bushels.	Value.	
January, 1903	7,224	\$ 3,637	
January, 1904	8,827	4,106	
Seven mo. end. January, 1903..	56,162	29,995	
Seven mo. end. January, 1904..	74,284	36,670	
Exports—			
January, 1903	664,101	385,186	
January, 1904	400,725	235,648	
Seven mo. end. Jan., 1903.....	7,612,672	4,190,700	
Seven mo. end. Jan., 1904.....	8,719,719	5,056,766	
BARLEY MALT.			
Exports—			
January, 1903	30,275	21,764	
January, 1904	29,658	22,001	
Seven mo. end. Jan., 1903.....	202,841	147,701	
Seven mo. end. Jan., 1904.....	221,080	161,916	

The wheat duty of Spain (35c per bu.) has been suspended for the time being.

ARBITRATIONS IN KANSAS.

The arbitration committee of the Kansas Grain Dealers' Association has rendered decisions in the following cases:

E. R. & D. C. Kolp, Jr., Fort Worth, Texas, Plaintiffs, vs. The Bennett Grain Company, Wichita, Kansas, Defendants.—This is a case involving several important points in relation to what is required to constitute a complete contract and the rights of the seller when quoting delivered prices on grain. The correspondence indicates:—

(1) That on December 14, 1902, an advance in freight rates to Texas points was to become effective, and that on December 6 preceding the defendant advised the plaintiff and others of this fact, and suggested purchases in time for shipment before such advance.

(2) That having received no response from plaintiff, defendant telegraphed plaintiff on December 10 (the last week before the advance in freights became effective), quoting 3 corn and 3 oats at certain prices delivered at Fort Worth, Texas, and for shipment via the Rock Island or Santa Fé if it was possible to do so that week, but specifying no certain quantity of either commodity.

(3) That on the day following, December 11, plaintiff telegraphed defendant to ship 80,000 lbs. 3 corn to Weatherford, Texas, 40,000 lbs. to Venus, Texas, 2,000 bu. 3 oats to Fort Worth, Texas, and 1,000 bu. 3 corn to Fort Worth, Texas, via the Santa Fé.

(4) That defendant did not accept nor confirm plaintiff's order and that on the day following, December 12, plaintiff again telegraphed defendant that they expected the order filled.

(5) That on receipt of same defendant wrote plaintiff of their inability to comply with plaintiff's requirements, that plaintiff required all to be shipped via the Santa Fé and that defendant was unable to furnish Santa Fé billing and get the grain started before the advance in freight became effective.

Letters and telegrams relative to the above are as follows:

On December 6, defendant wrote plaintiff, "We have learned from the railroad people that freight rates will advance 4 to 8 cts. per hundred to all Texas points on the 14th; therefore, we would advise that if you are needing any corn soon, it would be well to buy so that it could be billed before that date."

On December 10, defendant telegraphed plaintiff by the use of Robinson's Cipher: "3 corn 50, 3 oats 37½, Rock Island, Santa Fé shipment, this week, if possibly can."

On December 11, plaintiff telegraphed defendant, using same cipher code: "Ship immediately 80,000 lbs. 3 corn, Weatherford; 40,000 lbs. Venus; 1,000 bu. Fort Worth; 2,000 bu. 3 oats Fort Worth, via Santa Fé."

Receiving no acceptance nor confirmation of this order, plaintiff telegraphed defendant, under date of December 12: "Your letter of the 12th received. We accepted your wire quotation, and expect shipment at quotations."

On December 12, defendant wrote plaintiff: "We have your wire this date. We did not answer same, as we are unable to offer any more grain at any prices to be shipped prior to the advance of the rates, and we have a great many conditional sales subject to be able to get it shipped prior to the advance of the rates that we shall be unable to fill. The railroad people seem to be inclined not to furnish any more cars than just what is compulsory prior to the advance of the rates."

On December 27, plaintiff made claim against defendant for \$87.90 alleged loss, which defendant declined; and the case was submitted for arbitration before this board.

There are three important points at issue in this case: Was it a condition contract? What amount or quantity of grain was involved? Was any contract ever actually perfected?

It is the unanimous opinion of this Board—

(1) That the attempted contract was a condition one. Defendant's letter of December 6 indicates very plainly that freight rates would soon advance, and that all sales made by them at prices then ruling must be subject to their ability to ship before such advance became effective. Defendant's telegraph quotation, dated December 10, indicated the same thing, and confirmed their letter in that respect, when they specified, "Shipment this week if possibly can."

(2) That the amount or quantity of grain involved could not possibly be more than one commercial car load of each commodity quoted. It is a long established rule of all boards of trade and other grain trade organizations, and has become a general rule established by long usage and custom, that where no specific quantity is offered or quoted the buyer cannot exact more than one car load of each commodity that is so offered without consent and confirmation from the party making the offer.

(3) That no contract was ever perfected; that defendant offered certain commodities at certain

prices and delivered at a certain point; that plaintiff ordered certain quantities of the commodities offered to be delivered at points not mentioned in defendant's offer, and under specific conditions as regards the quantity to be delivered to each of those points and the routing by which all such shipments must be made; and that the minds of the plaintiff and the defendant never met, and consequently a contract could not result. According to an old established custom, the seller, in quoting prices delivered at some certain point, shall have the right to designate by what route delivery shall be made; and this is right; and if the buyer wishes his shipment routed over some other line, he must first obtain the consent of the seller before a contract can be perfected, which was not done in this instance; hence plaintiff's order for more than one car each for shipment to points, not mentioned in defendant's quotations, and confined to one route only, could not be considered a complete contract until agreed to and confirmed by defendant.

Judgment is, therefore, rendered in favor of defendant and against the plaintiff in this action, and defendant is relieved and exonerated from all liability and obligation to plaintiff in this cause, and from any and all costs herein.

Plainville Mill & Elevator Co., Plaintiffs, vs. J. B. Wuester, Defendant.—This is a case resulting from a sale made by defendant to plaintiffs on May 22, 1903, of one car of 3 or better white milling corn at 36½ cts. per bu. F. O. B. cars at Home City, Kansas. The correspondence indicates:—

(1) That on the date of said sale everything was entirely satisfactory to both parties regarding the conditions and terms of the contract.

(2) That since there were no particular or unusual terms specified by either party, the usual terms and customs were to govern in this transaction.

In confirming this sale under date of May 23 defendant says: "Have ordered car and will load Monday or Tuesday, May 25 or 26." However, the shipment was not made as promised; and on May 26 defendant again writes plaintiffs asking them to have patience in regard to the shipment, and promising to "send it as soon as possible"; thus voluntarily extending the time beyond the original ten-day limit (which is customarily considered prompt shipment by all boards of trade and association organizations), and for an indefinite period.

It further appears that knowing of the prevailing conditions in the eastern portion of the state at that time, plaintiffs reluctantly submitted to this enforced extension of time, but urged immediate shipment at the earliest possible moment. To this, defendant replied on June 10, "I can send you the corn as soon as the railroad will accept freight"; thus making his time of shipment still more indefinite.

On June 13, plaintiffs again wrote defendant, urging shipment because they (plaintiffs) were entirely out of corn to supply the demands of their trade.

On June 29 defendant writes plaintiffs that he has no corn, and offers to make settlement on basis of the market difference at the expiration of the time of shipment provided for in the original contract (commonly considered by the trade 10 days), wholly ignoring the several weeks' voluntary delay which he had caused by repeated promises to "ship as soon as possible."

On July 2, plaintiffs found and purchased 3 or better white corn from other parties at 53 cents per bushel delivered at Plainville, and therewith supplied their needs; and on July 3 so advised defendant, offering to settle on basis of actual loss, which, figuring freight from Home City to Plainville, made a net loss of eight and eight-tenths cents per bu. This offer defendant refused, and on July 15 wrote: "I have bought some white corn to come in Friday, and will then send you the car of white corn I owe you. . . . I will send you 700 bu.; you send me a draft for the amount, \$255.50. I want this before I ship the corn." To which plaintiffs replied, "We are not in the habit of sending drafts in payment for grain before it is shipped. All shippers in shipping to us make draft. This is the customary way of settlement. Please load car at once and make draft with bill of lading attached. Same will be honored upon presentation." To this defendant replied on July 20, "Will not ship it till you send a draft for the amount," which plaintiffs refused to do; and same has been submitted for arbitration.

This committee therefore finds,—

(1) That at the time the contract was made, prompt shipment and the customary terms of the grain trade were satisfactory to both parties. Nothing was said by either party as to making payment in any other manner than by the customary method of making sight draft with bill of lading attached.

(2) That defendant voluntarily extended the time of shipment much to the inconvenience and loss of plaintiffs, which fact debars said defendant from claiming any right to settlement on basis of prompt shipment.

(3) That a commercial car load of wheat and corn is now considered by nearly all boards of

trade and grain associations as seven hundred bushels.

Therefore, we unanimously award the plaintiffs in this case judgment against the defendant herein, for an amount equal to eight and eight-tenths cents per bushel on seven hundred bushels, or \$61.60, said amount representing the excess cost to plaintiffs in obtaining the corn contracted for from defendant.

A. T. RODGERS,
GEO. H. HUNTER,
E. N. BAILEY.

Topeka, Kansas.

SEEDS

Jefferson & Garber succeed L. E. Garber in the seed business at Findlay, Ohio.

The annual meeting of the American Seed Trade Association will be held at St. Louis, Mo., June 21 to 23. C. E. Kendel, of Cleveland, Ohio, is secretary and S. F. Willard, of Wethersfield, Conn., is president.

The National Provisioner in a recent issue states that the meteorological conditions in Russia during 1903 have been even more unfavorable to the crops of such oil seeds as linseed, hemp, rape, sunflower and mustard seed than to the crops of breadstuffs.

Recent advices from London, England, report a general shortage of red clover seed with sales at steadily advancing prices. English buyers admit that they will have to depend mainly upon foreign seed during the coming spring. The continued wet weather has greatly delayed farming operations. There is said to be a good demand for alsykes and also for trefoil. Prices on these remain firm.

The loss of the Buckbee Seed Co. of Rockford, Ill., as a result of a fire in its warehouse last June, has finally been adjusted. The settlement was at the rate of 90 per cent loss, the seed company getting \$72,450 instead of the full insurance of \$80,000 as claimed. The claim was decided upon by an arbitration committee, as the Seed Company and the insurance people could not agree on the amount of loss.

The Eastern Ontario Seed Grain Association held a seed fair at Ottawa, Ont., March 8, 9 and 10, in connection with the Winter Fair at the exhibition grounds. Cash prizes were awarded for the best lots of grain, corn, potatoes, grass and clover seeds. No entry fee was charged to exhibitors, but each lot of seed exhibited was required to be a fair representative of not less than five bushels in the case of wheat and peas, ten of oats or barley, 350 pounds of corn in the ear, ten bushels of potatoes, or three of grass and clover seeds. Seed fairs have been held annually at Guelph, Markham and other points in Western Ontario during the last twenty-five years.

In Canada the experts of the Dominion government are taking up the question of breeding wheat so as to prevent deterioration in the quality of the famous red Fyfe of Manitoba and the Northwest. While the government is studying methods to keep up the standard of this wheat, it is stated by experts that even now there is very little pure red Fyfe in the Canadian west and the sample is annually becoming more mixed with varieties not so good for milling purposes. In order to educate the farmers in this matter it is proposed to form an association to encourage the raising of pure seed and to appoint an expert who will give all his time to this subject.

According to recent reports on the seed situation, the shortage is pronounced in many sections of the country. In Iowa the great shortage seems to be in muskmelon and cucumber seeds, the latter selling from \$1.50 to \$1.75 per pound. A scarcity of good seed potatoes, especially of the early varieties, exists in Wisconsin. In that state the clover seed crop was light in yield and poor in quality. The tomato seed crop of Wisconsin was also below the average. In Michigan asparagus, beans, watermelons, and dwarf peas are short and prices will be higher than the average. Late varieties of sweet corn are scarce and high as is also cucumber seed. In Ohio the main shortage is in fine seeds, sweet corn, wax beans and some varieties of wrinkled peas. Growers of some varieties of cucumbers and muskmelons are only supplying 10 per cent of the amount contracted. Wax beans, sweet corn of all varieties, cucumbers, some winter squashes, and many kinds of muskmelons are all reported very scarce and high in Pennsylvania. Certain classes of seed, especially sweet corn and vine seeds, are very scarce in Massachusetts. The past season in New York was favorable for most kinds of seeds, but owing to the cold, late fall certain articles are short and correspondingly high. This applies particularly to sweet corn, cucumbers, melons and squashes, and in a lesser degree to wax beans. All other lines of crops in that state are good and prices will be normal.

CONDITION OF SEED CORN.

Albert N. Hume of the College of Agriculture of the University of Illinois in response to numerous inquiries as to the vitality of seed corn to be used in Illinois this spring and other inquiries for testing the seed has given out the following:

Many corn growers of the northern two-thirds of Illinois are much concerned about the vitality of seed corn for next season. We do not wish to become unduly alarmed over the situation, but we believe it is well to present some facts at hand, thus calling attention to the necessity of the best seed that can be found. Nearly all of the leading seed corn growers and dealers report that there is much corn of low vitality. Some of them are not putting any seed corn on the market at all. Others are selling with a definite statement that its vitality is not perfect. Those who guarantee high vitality are testing practically every ear they sell.

H. B. Perry of Stark County, Illinois, the originator and breeder of Golden Eagle, states to us that he does not feel warranted in selling any corn for seed this spring from the crop of 1903.

W. H. Young of Menard County, Illinois, stated that while some of his earliest corn tested better than 90 per cent for vitality that from his later crop was testing not much more than 80 per cent.

James L. Reid, the well known corn breeder, complained of the low vitality of some of his crop.

E. E. Chester & Son, Leaning breeders of Champaign County, Illinois, have sold some corn of high germination, but they have been careful in all instances to market the best ears. They state that they find it necessary to discard a great many ears from every bushel which would usually be expected to go for seed.

These statements from the most reliable men only reflect the general feeling concerning the matter in question. Nearly all the corn growers who attended the late Corn Growers and Stockmen's convention at the University of Illinois were of the belief that seed corn of high vitality is likely to be in great demand.

We have made a number of tests of seed corn at the University of Illinois. Some of these samples of corn were sent in by farmers especially for the purpose of having them tested. Some of them were purchased by the University for use in judging work and other purposes. Some of them were from cribs where the corn was well kept, but did not receive any special attention. All of them were from corn which might be expected to make good germination tests. Out of seven tests of 100 kernels each sent to us from Brown County, and tested by a number of our students, the highest was 97 per cent. The others in order were as follows: 91.6, 86, 81, 79, 79, and 70. The tests reflect no discredit whatever upon the growers. They are as good or better than the average for the present year.

The writer secured a composite sample of corn from Kendall County. This was show corn at the Farmers' Institute in that county, and would perhaps be as high in germination, if not higher, than the average. Out of four tests made by reliable students we get the following percents: 87, 82, 82, and 71.

Some corn taken from our own crib at the Experimental Station farm was also tested. The highest per cent of vitality of any sample ear as tested by our students was 90 and the average dozen students was 63. In our class in germination, we find that in general the vitality of seed corn from different parts of the state, and even from the most reliable sources is low.

If, as seems probable, we are compelled to select seed corn for spring from a crib having a large percentage of frosted ears or of ears which for various reasons will not grow, the question is what can be done to help insure our stand of corn for the coming year? It will hardly do to plant seed on valuable land with a certainty that one-fifth will not grow. The best suggestion the writer has to offer to corn growers is that they make a most careful inspection of corn which they expect to use for seed, whether it be purchased from reliable growers or selected from their own storehouses.

We believe it would be possible for every ear of corn planted in Illinois to be tested for vitality. If an ear does not come to the required standard, it may be possible to discard it, thus reducing the amount of seed which will not grow and materially increasing the stand of our corn crop the coming year. It seems like a heavy task to germinate three kernels of corn from every ear in a bushel, and yet two or three evenings each week for a few weeks on the part of only one person would test enough ears of corn to plant his own crop at least. The kernels could be placed between folds of blotting paper laid in a moist box or moistened between two common dinner plates. It is not very difficult to keep track of the ear from which each set of kernels comes. One kernel would be taken from the butt of the ear, one from the middle and one from the tip. If they all grew, the ear could reasonably be

supposed to be good, otherwise it should be discarded.

Doctor C. G. Hopkins of our University suggests the idea to the writer. He is employing it in testing seed corn which he expects to plant on his own farm in southern Illinois. If these men can afford to test every ear of corn they use for seed, the same may at least be worth suggesting to farmers in general who are anxious to know what kind of corn they are going to plant.

FLAXSEED

The warehouse of the Essex Flax Mill at Essex, Ont., was burned February 22. The loss is estimated at \$10,000.

Fire at Ripley, Ont., on February 19, destroyed the flax mill of the Ripley Flax Co. The loss is about \$3,500.

Imports of flaxseed for the month of January amounted to 976 bushels, valued at \$1,289. The total imports of flaxseed for the seven months ending with January were 5,314 bushels, valued at \$6,633, as compared with 119,922 bushels, valued at \$180,135, for the corresponding period ending with the preceding January.

During the month of January 25,191 bushels of flaxseed, valued at \$25,944, were exported as compared with 78,591 bushels, valued at \$108,494, for the preceding January. For the seven months ending with January 757,966 bushels of flaxseed, valued at \$820,192, were exported, as compared with 3,781,543 bushels, valued at \$5,282,395, for the corresponding seven months ending with the preceding January.

Hugo Muench, United States consul at Plauen, Germany, has written the department at Washington stating that owing to the unprecedented shortage in the 1903 flax crop of Russia a sort of corner in the raw material has been formed and the price has advanced since October 1 about 25 per cent. Russia furnishes about 80 per cent of the flax utilized in the linen textile districts of Germany and also large quantities of raw material to England and Scotland. Fully one-third of this year's crop of Russian flax is said to have been ruined by the early and heavy snows.

OUR CALLERS

[We have received calls from the following gentlemen promptly connected with the grain and elevator interests, during the month.]

J. A. Bock, Argos, Ind.
F. W. Heck, Monee, Ill.
Wm. Truitt, Findlay, Ill.
J. F. Wenk, Marinette, Wis.
J. D. Van Camp, Argos, Ind.
D. J. Hayes, New Orleans, La.
Harry K. Ives, New Orleans, La.
Mr. Johnson of Johnson & Field Co., Racine, Wis.



DOLLAR WHEAT.

The farmer figures out what wheat would be worth in case of a world's war.—Chicago Evening Journal.

CROP REPORTS

Kansas had a good rain on March 9, the first since October. The storm covered east Oklahoma also.

In Nebraska fall grain is coming out nicely and preparations for early spring sowing are going forward.

A message from Enid, Okla., to a Chicago commission house says rain is badly needed and that crops have been injured by severe drought.

Early planted wheat in Kentucky promises well, but much of the late planted has been damaged and the ground will be put into oats and corn.

The monthly crop report of the International and Great Northern Railroad, it is reported, gives the wheat promise for that part of Texas covered by its lines as not more than half the yield of last year.

The popular opinion has been that the Michigan wheat has been well covered with snow, and that the condition will be high. A leading firm at Detroit states that the Michigan condition might be as low as the Ohio.

Reports from the Northwest are in accord with the prediction of H. V. Jones of the Commercial West that a large wheat acreage will be sown in that section this year. A corresponding decrease in the flax acreage, and possibly barley also, is looked for.

The Orange Judd Farmer estimates the stocks in farmers' hands at 157,000,000 bushels wheat, 846,000,000 bushels corn, and 258,000,000 bushels oats, compared with 196,000,000 bushels wheat, 1,069,000,000 bushels corn, and 369,000,000 bushels oats last year.

Reports from some Indiana counties would seem to indicate that the wheat is in poor shape. For instance, it is claimed that in some portions of Clark County farmers are arranging to plow up their wheat fields and plant corn. State Statistician B. F. Johnson believes, however, that if there is not too much alternate freezing and thawing the state will have a fair crop.

Broomhall's latest mail report gives the world's wheat for 1903 at 407,336,000 bushels, as compared with 396,910,000 bushels in 1902. Rye is placed at 192,600,000, as against 188,900,000; corn, 352,900,000, as against 369,600,000; oats, 358,500,000, as against 396,400,000, and barley, 133,100,000, as against 131,800,000. The grand total for 1903 is 1,444,436,000 bushels as compared with 1,483,610,000 bushels for 1902.

The March report of the weather bureau says that as a whole, the reports regarding winter wheat indicate that the condition of this crop is unpromising over much the greater part of the winter wheat belt; the most unfavorable reports being received from the middle and eastern districts. At the beginning of February the greater part of the winter wheat area was well covered with snow, but only the most northerly portions were protected during the greater part of the month.

Corn planting is in progress in Texas. Good rains have been general and the fall sown wheat and oats are in good condition. Secretary H. B. Dorsey of the Texas Grain Dealers' Association is quoted as saying: "The prospects for wheat and oats in all parts of the state are unusually good. The recent rains and snows have softened the ground and the outlook is exceedingly bright." The green-bug scare has blown over and all traces of the insect are disappearing.

Advices from Kansas regarding the wheat crop are conflicting but the general trend of reports is favorable. Lack of moisture has been the bear feature, but apparently the damage is not so great as feared. According to W. L. Taylor of the Taylor Grain Co., Topeka, last year's crop has been almost entirely shipped out of the southern part of the wheat belt. In some counties the amount left will run as high as 20 per cent of the total crop, but the average in the southern half of Kansas is about 11 per cent of the crop.

The Ohio state report dated March 1 says: On the setting in of winter, owing to late seeding and lack of moisture, the wheat had not attained the usual degree of growth and vigor. In many fields there was very little appearance of the plant. The estimated condition of wheat on December 1, 1903, was 78 per cent of an average condition. The estimated decline up to March 1 is not unexpected. The present estimate is 69 per cent. The winter has been severely cold, but there has been a great amount of snow protection. The ground has been continuously frozen, so there has been no upheaval of the wheat roots, and if favorable weather prevails until the complete opening of spring the wheat, now well in the ground, may shoot rapidly forward and advance many points in general condition. The frost is not yet out of the ground, and while most

of the snow has disappeared, the wheat has not had time to green up, and it is therefore difficult to estimate, with any degree of correctness, the true condition of the plant. Much that now shows brown and has the appearance of being winter killed may be safe at the root, and show vigor at the proper time. Winter conditions have been more favorable than otherwise to the protection of wheat, and the developments of the next few weeks will be awaited with considerable interest.

The Missouri state report says that in portions of the northeast section winter wheat was fairly well protected by snow and sleet, but elsewhere the ground was bare during much the greater part of the month and in many counties the crop has been considerably damaged. Except in the extreme southern counties, however, there was but little alternate thawing and freezing, and while the tops of the plants have been killed to a considerable extent, the roots are not thought to be seriously injured. In many of the southern counties where wheat was sown late and, owing to drought, made little or no growth during the fall, the crop is in very poor condition, but in a considerable number of the northern and western counties it seems to have held its own and its condition is very near the average. In a few of the extreme southwestern counties some plowing has been done for oats and corn.

According to an Illinois state report issued on March 1 the general condition of wheat is unpromising. The plant entered winter under unfavorable conditions, and development has been almost entirely suspended on account of rigorous weather. Some fields are reported to be badly damaged, others winter-killed. Where the plant has been covered with snow only conjecture is offered with regard to present condition. While many favorable reports have been received, a considerable majority report adversely. Much damp, soft corn remains in the hands of farmers, and opinion is freely expressed that considerable damage will ensue when the weather moderates. Cars are scarce for moving the grain, and in some instances it is spoiling in elevators. A matter of concern in many localities is vital seed for planting. Much of the grain was immature before garnering, and experiment has shown that reliable seed will not be plentiful.

Under date of March 5, Edward G. Heeman of Chicago says: The large primary receipts, this week, especially in St. Louis and Kansas City, indicate that there is much more wheat held back than was thought, and the government report next week may prove a big surprise. With exports about half as much as one year ago there is no danger of a famine in supplies before the next crop is available. The next bull turn, however,—and I believe it is not far off—will probably be in the deferred months, based on the poor crop outlook. News of that kind will bring in the outside trade to a greater extent than anything else. The Ohio state report sounded the first alarm. That state had the most snow protection all winter and the condition of the crop in other states is probably decidedly poorer. Prairie fires in the Southwest in March, something unheard of, confirm all the reports of the serious lack of moisture since last fall in that section of the country and forewarns a howl from there any day. The trade has had a taste of \$1 wheat for the first time in six years and seems to like it and an advance will be easier from this level than if prices were considerably lower. With the possibilities favoring the bull side, September wheat could easily sell higher than did the May.

The report on farm reserves of grain made by the Department of Agriculture was given out on March 10. It reflects the size of future supplies until another harvest. It suggests the lightest wheat reserves held by farmers in the United States March 1 since 1898, and, with four exceptions, the lightest in fifteen years. They are 132,000,000 bushels, or 20.8 per cent of last year's crop of 637,000,000 bushels, and 32,000,000 bushels less than a year ago. Stocks of corn are 839,000,000 bushels, or 37.4 per cent of the crop of 2,244,000,000 bushels, a reduction of 221,000,000 bushels from last year, and the largest since 1897, with the exception of 1903. Stocks of oats are 273,700,000 bushels, or 34.9 per cent of the crop of 784,000,000 bushels, and 91,300,000 bushels below last year. Stocks of wheat based on the government's percentages of farmers' holdings in the three Northwestern states are 78,700,000 bushels, an unusually light supply. In Kansas and Nebraska there is 26,160,000 bushels, Kansas having only 18 per cent of its crop left, or 15,660,000 bushels. In the soft winter wheat states of Michigan, Ohio, Indiana, Illinois, and Missouri there is only 21,500,000 bushels, the percentages ranging from 16 to 25, compared with 21 to 31 per cent last year, showing that farmers have marketed their wheat closer than usual.

Comparative stocks of grains for the past two years are as follows:

	—1904—		—1903—	
	Stock, bu.	P.C.	Stock, bu.	P.C.
Wheat	132,000,000	20.8	164,000,000	24.5
Corn	839,000,000	37.4	1,050,000,000	41.6
Oats	273,700,000	34.9	365,000,000	36.9

Stocks of wheat and corn in farmers' hands March 1, with the percentage of the previous year's crop and the cash price at Chicago for the past fifteen years, compare as follows:

Year—	Wheat, bu.	Per cent.	Price.
1904.....	132,000,000	20.8	\$.94½
1903.....	164,000,000	24.5	.75½
1902.....	173,700,000	23.2	.74½
1901.....	128,000,000	24.5	.75
1900.....	158,745,000	29.0	.64½
1899.....	198,000,000	29.3	.73½
1898.....	121,000,000	22.9	1.04½
1897.....	88,000,000	20.6	.78½
1896.....	123,000,000	26.3	.68½
1895.....	75,000,000	16.3	.54
1894.....	114,000,000	28.8	.58½
1893.....	135,000,000	26.2	.72½
1892.....	171,000,000	28.0	.87½
1891.....	112,000,000	28.0	.94
1890.....	156,000,000	31.9	.77½
	Corn, bu.	Per cent.	Price.
1904.....	839,000,000	37.4	\$.51½
1903.....	1,050,000,000	41.6	.45½
1902.....	443,457,000	29.1	.51½
1901.....	776,200,000	36.9	.39½
1900.....	773,729,000	37.2	.33½
1899.....	800,500,000	41.6	.36
1898.....	783,000,000	41.1	.29½
1897.....	1,164,000,000	51.0	.22½
1896.....	1,072,000,000	49.8	.29½
1895.....	475,000,000	39.2	.43½
1894.....	589,000,000	36.4	.34½
1893.....	627,000,000	38.5	.40
1892.....	860,000,000	41.8	.41½
1891.....	542,000,000	36.4	.54
1890.....	970,000,000	45.9	.28½

Corn has been marketed in most states closer than in a majority of the past fifteen years, and out of the crop of 1,271,000,000 bushels in the seven surplus states, which grow the bulk of the commercial crop of the country, there are only 459,000,000 bushels, or 301,000,000 bushels less than a year ago, and 230,000,000 bushels more than in the short crop year of 1902, showing a large consumption the past winter.

Farm reserves of corn in the leading surplus states March 1 for three years compare as follows:

	1904.	1903.	1902.
Ohio	29,000,000	48,643,000	24,094,000
Indiana	54,000,000	73,672,000	37,004,000
Illinois	108,000,000	171,320,000	59,408,000
Iowa	69,000,000	107,167,000	71,382,000
Missouri	73,000,000	137,400,000	11,959,000
Kansas	62,000,000	93,578,000	8,611,000
Nebraska	64,000,000	128,785,000	26,194,000

Totals ...\$459,000,000 760,565,000 228,852,000

The percentages of last year's crops of wheat, corn, and oats in farmers' hands March 1 for each of the principal grain-producing states are as follows:

States—	Wheat.	Corn.	Oats.
New York	28	30	45
Pennsylvania	28	32	41
Texas	17	41	19
Ohio	23	33	34
Michigan	24	35	34
Indiana	20	38	28
Illinois	19	41	35
Wisconsin	29	28	39
Minnesota	25	28	38
Iowa	26	30	31
Missouri	16	36	34
Kansas	18	36	35
Nebraska	25	37	35
South Dakota	25	35	46
North Dakota	17	18	44
California	14	15	11
United States	28.8	37.4	34.9

An attempt is to be made in London to boom a "type" sample of Argentine wheat.

The German imports of grain from Russia have been seriously interfered with since the war began.

The new Columbian tariff places grains, beans, vegetables, etc., in class 2, taxable at 1c gold per 2.204 pounds.

The grain firm of Johann Latusen of Berlin has failed; liabilities \$250,000; assets \$50,000. Some American firms are said to be hit.

It is officially denied that Russia has ordered or intends to order the suspension of wheat exports. They have practically stopped nevertheless.

The grain crop of Bohemia in 1903 averaged 22.28 bushels of wheat per acre; 20.56 bushels of rye; 25.3 bushels of barley; and 26.22 bushels of oats. This seems to be below the usual yield per acre of the Continent.

Minister Balfour in parliamentary papers submitted to Parliament on March 8 said: "The declared policy of his majesty's government does not include the taxation of food, and it is not proposed to deal with the fiscal question during the currency of the present Parliament."

Edward H. Bruck, manager of an elevator at McLean, Ill., was killed on March 4 by falling down a shaft. He was 49 years old.

The death is reported of Harry E. Kier of Pittsburg, Pa., a hay and grain dealer, and for two years a member of the Pittsburg Grain Exchange.

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Ellis Y. Shartle, a well known member of the Indianapolis Board of Trade and for many years in the grain trade of that city, died on February 24.

George F. Brown, a resident of Morris, Ill., since 1855 and for many years a grain merchant at that place, died suddenly at his home in that city recently. Mr. Brown was 76 years of age.

Edward A. Driver, of Riverside, Ill., a prominent member of the Chicago Board of Trade, died at Santa Barbara, Cal., March 5. His death was caused by an affection of the heart and occurred after a very brief illness.

Joseph Warren Dusenbery, a member of the hay and feed firm of H. Dusenbery & Co., New York City, died suddenly in that city recently. The deceased was a nephew of J. W. Dusenbery of the National Hay Association. He leaves a widow.

Samuel H. McPherran of the commission firm of McPherran Bros., Chicago, and for the past twenty years a member of the board of trade of this city, died suddenly on February 29. Mr. McPherran commenced business as a clerk with Geddes & Kirkwood.

John Bingham, aged 50 years, died at his home in Watertown, Mass., February 25 after a brief illness. Mr. Bingham was a member of the Boston Chamber of Commerce and had been engaged in the grain business as an exporter and broker for many years. He leaves a wife and two children.

Henry Stearns, a member of the Boston Chamber of Commerce and a leading grain dealer of Nashua, N. H., died suddenly at his home in the last named city on February 17, aged 68 years. Mr. Stearns was born in Lexington, Mass., but had lived in Nashua, N. H., the most of his life. He leaves a wife and one daughter.

Weston R. Prentiss, junior member of the firm of A. J. Prentiss & Son, grain and provision dealers at Saco, Me., died on February 6, after a five weeks' illness, aged 42 years. Mr. Prentiss was a prominent member of the Republican party in that section and had held several offices of trust. He is survived by his widow.

James Keroy, a member of the Chicago Board of Trade for thirty-eight years and one of its quaintest and most eccentric characters, died at his residence, 1107 Millard avenue, March 7. The deceased was born at Brantford, Ont., in 1826. Through one of his grandmothers he was a lineal descendant of Joseph Brant, the Mohawk Indian chief of colonial days.

Albert Johnson, the oldest of the brothers who have conducted the grain and wood business of the Johnson Estate at Duluth, Minn., for some time, died recently, aged nearly 30 years. His death was caused by typhoid pneumonia and occurred after an illness of three weeks. Another of the brothers, Walter, died at just about the time that he (Albert) was taken sick.

William Stevener, a member of the firm of John Stevener & Bro., hay and feed dealers at St. Louis, Mo., was struck by an engine on February 11 and almost instantly killed. The locomotive struck the wagon on which Mr. Stevener was riding, hurling him into the air. He fell upon the pavement, striking on his head and crushing his skull. The deceased was 52 years old and leaves a wife and family.

Michael Scanlan, aged 75 years, and for 28 years a resident of St. Paul, Minn., died on February 16. His death was caused by a complication of diseases and occurred after nearly a year's illness. For many years Mr. Scanlan was in charge of several large elevators in the Twin Cities, later taking a position under the St. Paul city government. Prior to his removal to St. Paul Mr. Scanlan was for some years a resident of Mendota, Minn.

Armon D. Acheson, secretary and one of the oldest active members of the Philadelphia Commercial Exchange, died at his home in Wynnewood, Pa., February 27. He had been confined to his home for about three weeks by an attack of pleuro-pneumonia which resulted in his death. The deceased was born in Philadelphia in 1837. His father was a member of the grain firm of Acheson & Rommel. Upon the retirement of his father from business he entered the firm and was connected with it until the partnership was dissolved. Mr. Acheson was elected vice-president of the Philadelphia Commercial Exchange in 1885 and shortly afterwards engaged in the flour brokerage business. He was

elected secretary of the Exchange in 1897. His widow and two daughters survive him.

Nathan Sellers, Jr., treasurer of the Philadelphia Commercial Exchange and formerly a well known flour dealer, died at his home in that city on February 17 after a lingering illness. The deceased was 70 years of age and was formerly treasurer of the Millbourne Flour Mills Co. He retired from active business several years ago. Mr. Sellers was at one time vice-president of the Philadelphia Commercial Exchange. His wife, two brothers and a sister survive him.

James Blass, for many years a director and twice president of the Toledo Produce Exchange, died at his home in that city February 25 of paralysis. The deceased was born in New York state in 1833 and passed his early manhood in lower Michigan and northern Indiana. He became a resident of Toledo, Ohio, in 1865 and was for many years in the grain trade in that city. The Produce Exchange passed appropriate resolutions and its board of directors attended his funeral in a body. Mr. Blass leaves a family.

Frank A. Rockafellow, for the past 30 years a business man of Carson City, Mich., and for the greater part of that time in the grain trade, died on February 24 at the age of 55 years. At the time of his death Mr. Rockafellow was operating two elevators at Carson City and one each at Middleton, Vickeryville and Sheridan, Mich., under the name of Rockafellow Grain Co. The deceased was a member of the executive board of the Michigan Hay Dealers' Association. He leaves a widow and two daughters.

Joel C. Moulton, a grain and feed merchant of Hartford, Conn., died at his home in Wethersfield, Conn., February 28, aged 61 years. His death was caused by pneumonia and occurred after a two weeks' illness. The deceased was a resident of Newport, Vt., prior to his removal to Hartford, Conn., in 1891. About two years ago he engaged in the grain business at Hartford. A few weeks preceding his death he sold his business and had planned to take an extended pleasure trip when he was taken sick. Mr. Moulton was a veteran of the Civil War and was imprisoned in Libby Prison at one time during that struggle. He leaves a wife, one daughter and three brothers.

Theodore M. Chapin died at his home in Great Barrington, Mass., February 25, aged 82 years. Mr. Chapin engaged in the grain business at Great Barrington many years ago under the firm name of Chapin & Co., with the late Ward Lewis as a partner. The firm also did business at Lenox Dale, Mass., under the name of Lewis, Chapin & Co. Before engaging in the grain business Mr. Chapin was station agent at Vandeusenville, Mass., for the old Housatonic Railroad, succeeding his father who was the first agent at that place. Overly fifty years ago Mr. Chapin was appointed station agent for the same road at Great Barrington and soon afterwards went into the grain trade. He leaves a widow.

Almeron K. Knapp, a well known grain man of Minooka, Ill., died at his home in that place February 27 aged 67 years. His death was the result of an apoplectic stroke sustained about ten months ago and from which he had never recovered. Since that time he had been nearly helpless and his grain business was carried on by his confidential man, George Colleps. Mr. Knapp was born in Cattaraugus County, N. Y., in 1836. He was married in 1860 and came west with his wife several years later, locating at Lockport, Ill. He was afterwards for a time at Channahon, Ill., in charge of a grain business and after shipping grain on the canal for two years removed to Minooka, Ill. Here he engaged in business for himself and was for almost forty years the leading grain merchant of the town. The deceased had been a member of the Chicago Board of Trade since 1884. His estate is variously estimated at from \$50,000 to \$100,000. He leaves besides his wife, one sister, Mrs. Delia Fluent, of St. Charles, Iowa.

William Pratt McLaren, for more than thirty years one of the leading business men of Milwaukee, Wis., died recently in that city. The deceased was born in Glasgow, Scotland, in 1834, and came to this country in 1853. He remained for a short time in New York, later going to Boston and from there to Iowa. In 1856 he located in Montreal, Que., becoming a partner in the grain firm of James Oliver & Co. He continued in this connection for eight years during which time he was elected a director of the Montreal Board of Trade and was an incorporator and president of the Montreal Corn Exchange. In 1864 he disposed of his interests in Montreal and moved to Milwaukee, Wis., where he established the commission firm of W. P. McLaren & Co., doing business both in Milwaukee and Chicago. Mr. McLaren retired from this connection in 1884 and for two years was a member of a wholesale grocery firm. For about twenty-five years he was a member of the board of trustees and of the executive committee of the Northwestern Mutual Life Insurance Co. and for eight years held the office of second vice-president of that company. Mr.

McLaren was twice elected vice-president of the Milwaukee Chamber of Commerce and was a member of its board of directors for many years. He was also a director of the Northwestern National Life Insurance Co., and at one time vice-president of the National Board of Trade. In addition to this he had held many other important offices of trust, both in business and political circles. He is survived by his widow, two sons and two daughters.

Issued on February 9, 1904.

Conveyor.—Alfred J. Webster, Columbus, Ohio, assignor to Joseph A. Jeffrey, Columbus, Ohio. Filed Sept. 18, 1897. No. 751,885.

Conveyor Loading Device.—Freeman R. Willson, Jr., Columbus, Ohio, assignor to Joseph A. Jeffrey, Columbus, Ohio. Filed Nov. 23, 1901. Renewed Dec. 17, 1903. No. 751,890.

Grain Door for Cars.—Martin W. Nelson, Kent, Minn. Filed May 19, 1903. No. 751,992. See cut.

Issued on February 16, 1964

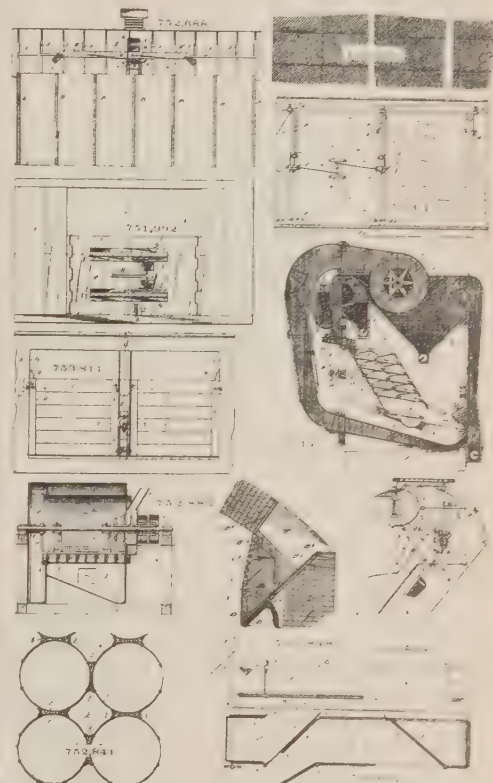
Grain Separator.—John B. Cornwall, Moline, Ill., assignor to the Barnard & Leas Mfg. Co., Moline, Ill. Filed Mar. 3, 1903. No. 752,145. See cut.

Issued on February 23, 1904.

Grain Conveyor.—Joseph E. Camp, Washington, Ill. Filed Jan. 19, 1903. No. 752,651. See cut.

Conveyor Mechanism for Handling Grains.—Emil M. Kramer, Cissna Park, Ill. Filed Dec. 22, 1902. No. 752,688. See cut.

Conveyor.—John A. Heintz, Chenoa, Ill. Filed Nov. 14, 1903. No. 752,838. See cut.



Storage Bin.—James A. Jamieson, Montreal, Canada. Filed Oct. 6, 1902. No. 752,841. See cut.

Ore or Grain Chute.—Chas. A. Moffett and Franklin B. Keiser, Birmingham, Ala. Filed Sept. 12, 1903. No. 752,848. See cut.

Centrifugal Grain Drier.—Malcolm L. Barbeau, Silver Creek, N. Y., assignor to the S. Howes Company, Silver Creek, N. Y. Filed July 17, 1901. No. 752,882. See *but*.

Grain Door for Freight Cars.—John Riley, Minneapolis, Minn. Filed Aug. 4, 1903. No. 753,162. See cut.

Issued on March 1, 1964.

Steel-Concrete Construction.—John S. Metcalf, Chicago, Ill., assignor to John S. Metcalf Co., Chicago, Ill. Filed Oct. 7, 1903. No. 753,603. See cut.

Grain Car Door.—James G. Sanborn, Portland, Me., assignor of one-half to William H. Stevens, Portland, Me. Filed May 11, 1903. No. 753,811. See cut.

Government clerks at Washington contributed heavily to the betting on wheat during the recent bulge.

HAY AND STRAW

Michigan farmers are reported to be holding their hay for higher prices.

J. S. Hart has succeeded C. W. Hart in the hay business at Hillsville, Ohio.

Strictly choice No. 1 timothy hay is said to be very scarce in the Philadelphia market.

Hay is said to be very scarce at Binghamton, N. Y., and the price is reported to be steadily rising.

Fred W. Lipe of New York City is reported to have disposed of his hay business at Jackson, Mich.

W. J. Byrnes of Owosso, Mich., has completed his new hay warehouse at Bennington, Mich. It has a storage capacity of 200 tons.

The hay and grain interests of Baltimore were left undisturbed by the recent conflagration as the fire did not reach the railway terminals and grain elevators.

At Pittsburg, Pa., it is stated that twenty of the twenty-two wholesale hay and grain dealers of that city are members of the Pittsburg Grain Exchange. The other two have applied for membership.

The Columbian Hay and Grain Co. has been incorporated at St. Louis, Mo., with a capital stock of \$20,000, fully paid. John H. Evill, N. A. Waldron, James B. Hill and J. Leland Boogher are the incorporators.

Recent arrivals of clover hay on the Pittsburg market are said to be unsatisfactory. A large amount of that arriving from Indiana, Michigan and Ohio was in bad condition, much of it being mowburned, mildewed or musty.

The St. Louis Hay Receivers' Association met on March 4 to frame rules to govern the trade between that organization and the St. Louis Feed Dealers' Association. There has been a great deal of controversy between these two bodies for some time, each claiming that the other infringed upon its rights.

The Saginaw Milling Co., Saginaw, Mich., is converting what is known as the old dairy salt works in that city into a hay warehouse. Machinery for handling hay is being installed. The milling company does an extensive business in hay and grain and an addition to its storage capacity was found necessary.

Farmers in the Mercedia bottoms of Western Illinois were engaged in harvesting their last summer's hay crop during the month of February. The crop in the bottoms last year was unusually heavy, but owing to the prolonged wet weather and consequent soggy condition of the ground, it was impossible to harvest it. A large number of the farmers in that section, taking advantage of the frozen ground, have succeeded in harvesting the abandoned crop. The hay is said to be well cured and it is reported that a large part of it is sold to the paper mills.

A press report of recent date from Carson City, Nev., says: "Three agents of the Russian government are in Nevada buying hay to be shipped to San Francisco and from thence to the Orient. Hay in Washoe County that was \$5 a ton in the stack last fall is now \$15, and having secured all the available hay at that price along the Truckee meadows the agents went to Lovelocks and along the Humboldt River buying alfalfa in thousand ton lots. They paid the price asked with certified checks on San Francisco. The hay was ordered to be sent to Port Arthur."

The present hay prospects for California was recently summed up by the San Bernardino (Cal.) Times-Index as follows: "The general opinion among dealers in hay and grain is that the outlook for a heavy hay crop is extremely good and notwithstanding the long dry spell the next harvest will make the season better than last year, even though the total precipitation is not half as great. In explaining the situation a well posted dealer said: 'Last season can be looked upon as having been a good one from the point of view of a dealer in grain, but the hay men found in it little satisfaction. This year it will be different. The late rains will result in a late crop which cannot be threshed, and the entire acreage will be cut for hay.'"

H. H. Freeman & Co., Chicago, in their market letter of March 10 say: "A very nominal receipt of hay came in—but 23 cars—which is the lightest we have had for any day in two months. The amount enroute has fallen off suddenly and almost completely, and it has already had the effect of firming up conditions here materially. The hay which is here will sell better, and we are pleased to note the improvement. The Northwestern and St. Paul yards have quite a number of cars on hand and these can be worked off to better advantage than otherwise would be possible. Outlook is very favor-

able. If you can get further shipments loaded, do so, as the movement of hay for the coming month will be lighter than we have been having, and better conditions are bound to prevail. We do not look for any sharp or great advance, but for good, healthy markets, and urge you to take advantage of them."

REVIEW OF THE CHICAGO HAY MARKET

The prices ruling for hay in the Chicago market during the past three weeks, according to the Daily Trade Bulletin, were as follows:

During the week ending February 20, quotations at the close ranged as follows: Choice Timothy, \$11.50@12.50; No. 1 Timothy, \$11.00@11.50; No. 2 Timothy, \$9.00@10.00; No. 3 Timothy, \$8.00@9.50; Choice Prairie, \$10.50@11.00; No. 1 Prairie, \$9.00@10.00; No. 2 Prairie, \$8.00@8.50; No. 3 Prairie, \$6.00@7.00; No. 4 Prairie, \$5.00@5.50. Inside prices on Prairie Hay are for State and outside are for Kansas, Nebraska and Iowa Hay. Sales ranged at \$7.50@12.25 for Choice Timothy, \$6.00@8.00 for Clover Mixed, \$5.00@7.00 for State, and \$7.00@10.50 for Iowa, Kansas and Nebraska Prairie Hay. Rye Straw sold at \$9.00, Wheat Straw at \$7.00, and Oat Straw at \$6.25@7.00. The receipts for the week were 5,784 tons, against 6,300 tons for the previous week. Shipments for the week were 289 tons, against 165 tons for the previous week. Choice grades of Timothy and Prairie Hay were in fair request during the week and prices remained unchanged. Low and medium grades were dull and no sale.

During the week ending February 28, quotations at the close ranged as follows: Choice Timothy, \$11.50@12.50; No. 1 Timothy, \$10.50@11.00; No. 2 Timothy, \$9.00@9.50; No. 3 Timothy, \$7.50@8.50; Choice Prairie, \$10.00@10.50; No. 1 Prairie, \$9.00@9.50; No. 2 Prairie, \$8.00@8.50; No. 3 Prairie, \$6.00@7.00; No. 4 Prairie, \$5.00@5.50. Inside prices on Prairie Hay are for State and outside are for Kansas, Nebraska and Iowa Hay. Sales ranged at \$7.50@12.50 for poor to choice Timothy, \$8.00 for Clover Mixed, \$8.00 for Clover Hay, \$5.00 for State, and \$6.00@9.50 for Iowa, Kansas and Nebraska Hay. Rye Straw sold at \$8.50@9.50, Wheat Straw at \$7.00, and Oat Straw at \$7.00. The receipts for the week were 5,674 tons, against 5,784 tons for the previous week. Shipments for the week were 234 tons, against 289 tons for the previous week. The arrivals of Timothy and Prairie Hay were quite large and the market ruled dull, with no inquiry for shipment.

During the week ending March 5, quotations at the close ranged as follows: Choice Timothy, \$11.50@12.00; No. 1 Timothy, \$10.50@11.00; No. 2 Timothy, \$9.00@9.50; No. 3 Timothy, \$7.50@8.50; Choice Prairie, \$10.00@10.50; No. 1 Prairie, \$9.00@9.50; No. 2 Prairie, \$8.00@8.50; No. 3 Prairie, \$6.00@7.00; No. 4 Prairie, \$5.00@5.50. Inside prices on Prairie Hay are for State and outside are for Kansas, Nebraska and Iowa Hay. Sales ranged at \$6.00@12.00 for poor to choice; \$7.50@8.00 for Clover Hay; \$5.50 for Threshed Timothy, \$3.00@7.00 for State, and \$6.00@10.00 for Iowa, Kansas and Nebraska Prairie Hay. Rye Straw sold at \$9.00@9.50, Wheat Straw at \$7.00, and Oat Straw at \$7.00. The receipts for the week were 6,712 tons, against 5,674 tons for the previous week. Shipments for the week were 263 tons, against 234 tons for the previous week. The arrivals of Timothy and Prairie Hay were largely in excess of the requirements and a dull and depressed market was experienced with prices declining about 50 cents per ton.

HINTS ON BUYING GRAIN FEEDS.

The inspection of feeding stuffs during the past winter has brought to notice a number of common adulterations. A few of these can be readily detected by the purchaser if he will make a careful examination of the material, and some of the principal ones are described in a recent pamphlet of the Rhode Island station.

The usual adulterant of cottonseed meal is the hull of the seed. This adulterant was formerly easily distinguished by the black appearance, but now the hulls are so finely ground together with waste cotton that they can be recognized only with great difficulty.

Gluten feed has been sometimes sold as gluten meal. As the meal contains from eight to ten per cent more protein than the feed, one should be sure that he is really obtaining gluten meal. Gluten meal is a homogeneous, yellow, granular substance, and its general appearance is quite different from that of the feed.

In one case dried distillers' grains were being sold as gluten meal. Judged by the analysis, the distillers' grains are as valuable as the gluten meal, yet the fact that they were being sold as a gluten meal constituted a fraud. It would have been easy enough to have distinguished them from gluten feed, but to sell them as gluten meal was even more absurd. Distillers' grains are much darker than gluten feed, and for the reason that gluten feed is

made entirely of corn refuse, the distillers' grains of a mixture of cereals, the two can be distinguished by the barley hulls which are found in the distillers' grains but not in the feed.

Some of the "mixed feeds" found upon the market have been found to be grossly adulterated. If coarsely ground, the hulls, corncob, etc., used in adulterating "mixed feeds" may usually be detected by taking a small handful of the feed and spreading it in a thin layer upon the palm of the hand; if finely ground, however, the corncob is difficult to distinguish. If hulls are present they will appear as small, shiny particles, much lighter in color than the brown particles of the bran. In this case care must be taken not to confuse the germ of the wheat with the hull, for the germ is one of the valuable parts of the feed. Its color is nearly like that of the hulls, its high content of fat giving it a glossy appearance. The hulls, however, are hard and not easily broken, but the germs are soft and can be split readily.

The other feeds which have been adulterated are by-products from starch and hominy manufacture. These are sold under several names, such as chops, hominy, chop feed, hominy feed and hominy chops.

These feeds are adulterated with corncob and corn meal. The pure feed has a smooth, slightly oily feeling when rubbed between the fingers, and if adulterated it will feel more granular. Yellow corn meal can be detected by the yellow particles of the kernel, which are not found in the pure feed. Corncob cannot be so easily detected.—Ex.

SALE OF MACHINERY.

During the month of February the Barnard & Leas Mfg. Co., of Moline, Ill., sold corn shellers and cleaners to W. E. Caldwell Co., Louisville, Ky.; C. N. McFarland, City of Mexico, Mexico; W. T. Pyne Mill & Supply Co., Louisville, Ky.; J. S. Minor & Son, Louisville, Ky.; F. P. Otis, Blue Springs, Nebr.; Citizens' Gin & Mill Co., Jonesboro, Ark. The company also sold separators to the following during the same period: York Foundry & Engine Works, York, Nebr.; E. E. Hollister, Quincy, Ill.; Elmwood Mill & Elevator Co., Elmwood, Nebr.; H. J. Good & Co., Cincinnati, Ohio.

A correspondent of the Boston Transcript recently quoted rates showing that the Canadian farmer west of Winnipeg pays less to get his wheat to Fort William than the farmers of the Dakotas do to get theirs to Duluth, the difference running by towns from 6 to 8c for substantially equivalent distances.

For Sale

[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

SCALES

A BARGAIN.

Buffalo Wagon Scale; five ton; for sale very cheap. Address

G. W. WARNER, Pickerell, Nebr.

FOR SALE.

Fairbanks Railroad Track Scale, 60-ton, with registering beam, in good condition, for sale.

D. ROTHSCCHILD GRAIN CO., Davenport, Ia.

SCALES FOR SALE.

Scales for elevators, mills, or for hay, grain or stock; new or second-hand at lowest prices. Lists free.

CHICAGO SCALE CO., 299 Jackson Boulevard, Chicago, Ill.

ELEVATORS

KANSAS ELEVATORS.

Elevators for sale in Kansas. Address

E. J. SMILEY, 37 Crawford Bldg., Topeka, Kans.

NEW ELEVATOR.

In Sac County, Iowa, for sale; 25,000-bushel, 9-bin, cribbed.

J. J. GROSENBAUGH, Nemaha, Iowa.

FOR SALE.

Elevator and coal business; two competitors; receipts over one million bus. per annum. Address

GEO. D. WERNLI, Le Mars, Iowa.

IOWA ELEVATORS.

Line of four Elevators and Grain Houses for sale in western Iowa. Will sell one or all; large territory. Address

TAYLOR & EMMONS, Stuart, Iowa.

INDIANA ELEVATOR.

A good elevator, hay storage and coal business for sale at Farmland, Ind. Good territory, no competition in hay or coal, one other elevator, a money maker for the right man. Address

BOX 261, Winchester, Ind.

KANSAS ELEVATOR.

On account of poor health I offer for sale, Grain Elevator on R. R. siding; City Feed Mills, main building 25 by 60; scales and coal decks; 6 room dwelling. Good established business. A money maker.

E. B. DOCKUM, Jetmore, Kans.

SEEDS**SEEDS FOR SALE.**

Choice, re-cleaned timothy seeds \$1.25 per bu.
G. L. MILES, 990 Broad St., Grinnell, Ia.

FIELD AND GRASS SEED.

For sale. When in need of anything in this line write us; we make prompt delivery.

THE WM. S. GILBREATH SEED CO., Indianapolis, Ind.

SEEDS, ETC.

Choice garden peas, 500 bushels standard sorts, also alfalfa seed and honey, for sale. Write

VOGELER SEED & PRODUCE CO., Salt Lake City, Utah.

BEST SEEDS.

Headquarters for Alfalfa; Meadow, Fescue, Millet, Sorghum, and Kaffir corn seed. Address
KANSAS SEED HOUSE, F. Barteldes & Co., Lawrence, Kans.

SEED CORN.

Choice selected Leaming, Reid and Silver Mine seed corn; tipped and shelled; \$1.25 per bushel. Address

W. C. MOTTIER, Gibson City, Ill.

FOR SALE.

Seed Speltz, Oats and Barley, also Timothy and all field seeds for sale. Wholesale Price List on application.

L. L. OLDS SEED CO., Clinton, Wis.

ALFALFA SEED.

We offer the best kinds that grow. Seed is taken from Alfalfa that makes the best growth and best adapted to this country. We sell it more reasonable than others; re-cleaned seed \$13.50 per cwt. Turkestan Alfalfa, the Alfalfa that has proven such a great success on dry arid soils and will withstand more hardships than any other kind. We have the genuine article, re-cleaned, free from obnoxious weed seeds, for \$16.00 per cwt. Send for samples and send in your order. Catalogue is free. Be friendly. Write us. Address

A. A. BERRY SEED CO., Box No. 114, Clarinda, Iowa.

MACHINERY**FOR SALE.**

One New Process Sheller No. 1; in good repair. Cheap.

FINCH & FREEMAN, Dayton, Ind.

FOR SALE.

Barley Separators, Printz & Rau make, one No. 1½ and one No. 2½, for sale.

D. ROTHSCHILD GRAIN CO., Davenport, Ia.

FOR SALE.

One 30 H. P. latest improved 1904 Pierce Gasoline Engine; new, guaranteed; \$600.

PIERCE ENGINE CO., Drawer A, Racine, Wis.

A BARGAIN.

Sheller and cleaner combined, size No. 1, for sale cheap; Barnard & Leas make; warranted strictly as good as new. Taken on a chattel mortgage. Address

JOHN BUTZER, Hillsdale, Ill.

FOR SALE.

One 36-foot, 50-ton Buffalo Track Scale.

One 12x15 center crank engine.

Both the above as good as new; will sell cheap.

Address

DAVENPORT MALT & GRAIN CO., Davenport, Iowa.

FOR SALE

Thirty sets of 42,000-pound Fairbanks-Morse Compound-Beam Hopper Scales, as good as new. Can furnish framing timbers with these scales.

2400 feet of second hand 5 ply 17½-inch wide rubber belt.

2800 elevator buckets, 6x14½, four holes, with brace in center. Can furnish boots to go with this belt.

Four steel pans, 168 inches long at top, 92 inches long at bottom, 63 inches wide at top, 37 inches wide at bottom, 60 inches deep.

Prices made on above on application.

TRANS-MISSISSIPPI GRAIN CO., 523-534 Bee building, Omaha, Nebr.

**Miscellaneous
& Notices**

[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

MACHINERY WANTED**MONEY IN YOUR POCKET.**

If you want to change that second-hand machine into money advertise it in this department. Or if you have a grain elevator to sell or rent, or wish to buy, make your wants known through these columns.

SITUATIONS WANTED**WANTED.**

Position as manager of grain elevator. Fifteen years' experience with grain, coal, hay and live stock trade. Best reference as to character and ability. Address

E. J. SPENCER, Vandalia, Ill.

SITUATION WANTED.

An experienced grain buyer is open for an engagement. At present employed and during the past year have bought 400,000 bushels of corn and oats. Any firm that desires a reliable man and is willing to pay a salary commensurate with the work done should address

ILLINOIS, Box 9, care "American Elevator and Grain Trade," Chicago, Ill.

GRAIN WANTED**GRAIN WANTED.**

Wanted—Feed barley and new No. 2 and No. 3 rye.

W. H. SMALL & CO., Evansville, Ind.

WANTED TO CORRESPOND.

With shippers of grain and hay, who wish to do business in this territory.

GEO. T. KING, Hay & Grain Broker, Richmond, Va.

HAY WANTED.

Hay consignments solicited. Will honor draft with bill of lading attached for three-fourths value. Prompt returns.

S. T. BEVERIDGE & CO., Richmond, Va.

ELEVATORS WANTED**MAKE YOUR WANT KNOWN.**

There are few mind readers and when you want to convey an idea to a grain shipper or receiver it's best to either put it in type or shout it at him. The "American Elevator and Grain Trade" reaches a large class of readers who will read your wishes if you have them put in type in these columns.

LOCATIONS FOR ELEVATORS.

Fine locations for Elevators on the Belt Railway at Chicago.

Competitive rates and ample car supply.

Address B. THOMAS, Pres't.

Room 15, Dearborn Station, Chicago.

For Industrial Locations

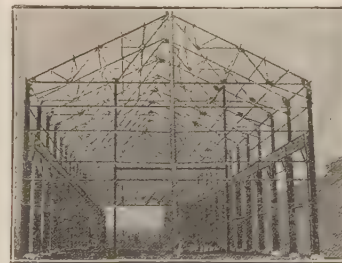
In Illinois, Wisconsin, Iowa, Minnesota, Upper Michigan, North and South Dakota, write to W. B. Davenport, Industrial Commissioner, 660 Old Colony Building, Chicago.

Chicago, Milwaukee & St. Paul Railway

Burlap Bags!! Grain Bags!!

ALL SIZES MADE TO ORDER.

W. J. JOHNSTON, 182 Jackson St., Chicago.

ROOFING AND SIDING.

Structural Steel,
Structural Iron,
Roof Trusses,
Metal Roofing and Siding.
Write for Prices and Catalog.

THE GARRY IRON & STEEL CO., Cleveland, O.

MANUFACTURERS MORTAR COLORS and MINERAL PAINTS

SYKES STEEL ROOFING CO.

611 So. Morgan Street, Chicago

MAKERS OF FIRE PROOF WINDOWS

WE manufacture all gauges of corrugated iron, either painted or galvanized. We make Patent Cap Roofing, Roll Cap Roofing, "V" Crimped Roofing, Metal Ceilings, etc., etc. We make a specialty of

Corrugated Iron and Metal Roofing For Grain Elevators

And take contracts either for material alone or job completed. Write us for prices. We can save you money.

CORRUGATED IRON--\$1.50 per square

We have on hand 10,000 squares of this material which we offer at the above price. We also have all grades of corrugated iron and metal roofing for elevators, etc.

We are headquarters for machinery of every kind; also for job stocks of general hardware, such as axes, nails, wire, horseshoes, self hardware, etc. We are constantly buying stocks at forced sales.

We also have for sale a complete line of mill supplies, such as belting, pulleys, shafting, hangers, etc. When in the market for pipe for water, gas, steam, oil, etc., write for our extremely low prices.

We have the largest establishment of its kind on earth. Our plant and yards cover over twenty acres of land.

Write us your wants, and ask for our Booklet No. 494.

CHICAGO HOUSE WRECKING CO.,

WEST 35TH AND IRON STREETS

CHICAGO

GRAIN RECEIVERS

TOLEDO

ESTABLISHED 1846

C. A. KING & CO.

THE GOLDEN RULE

GRAIN AND CLOVER SEED DEALERS
OF TOLEDO, OHIOSPECIAL MARKET AND CROP REPORTS FREE.
BE FRIENDLY. WRITE OCCASIONALLY.

RAYMOND P. LIPE

BUYER OF

HAY, GRAIN and MILL FEEDS
HAY A SPECIALTY.

We can use hay in any sort of car that comes to Toledo. Can also use mixed cars of hay and straw. Write for prices.

The Spitzer Building, - TOLEDO, OHIO

WILLIAM R. WORTS ARTHUR B. EMMICK

WORTS & EMMICK

Grain and Commission

47 Produce Exchange, Toledo, Ohio

SPOT AND FUTURES. If you do not receive our bids, ask for them. We will bid you no matter where you are located. Let us handle your consignments. Our motto: Success to our patrons. Try us.

REYNOLDS BROS.

TOLEDO, O.

Buy and Sell Grain.

SELL US YOURS.

If you don't get our bids, ask for them. Consignments always welcome. Consign us yours.

J. F. ZAHM F. W. JAEGER F. MAYER

ESTABLISHED 1879

J. F. ZAHM & CO.

GRAIN and SEEDS

TOLEDO, OHIO.

Handling consignments and filling orders for futures
OUR SPECIALTY

SEND FOR OUR DAILY CIRCULAR: IT'S FREE

PEORIA

ESTABLISHED 1875.

P. B. & C. C. MILES

Grain Commission Merchants

BUYERS AND SHIPPERS

36-37 Chamber of Commerce, PEORIA, ILL.

T. A. GRIER & CO.

PEORIA, ILL.

RECEIVERS, BUYERS AND SHIPPERS
OF WHEAT, CORN, OATS AND RYE

On account of the peculiar character of the season, grain is largely off grade and we advise consignments.

WE GIVE ALL CONSIGNMENTS CAREFUL ATTENTION

A. G. TYNG, Jr.

D. D. HALL.

TYNG, HALL & CO.,

Grain and Commission Merchants.

ROOMS 33 AND 35 CHAMBER OF COMMERCE,
PEORIA, ILLINOIS.

MINNEAPOLIS



F. H. PEAVEY & CO.,

MINNEAPOLIS.

GRAIN RECEIVERS.

MINN.

Consignments Solicited.

MILLING WHEAT A SPECIALTY.

J. R. MARFIELD, Pres. WM. GRIFFITHS, Vice-Pres. and Mgt.
C. D. TEARSE, Sec'y and Treas.

MARFIELD-GRIFFITHS CO.

GRAIN COMMISSION

OFFICES: Consignments and Orders for
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MINNEAPOLIS DULUTH

PRIVATE WIRES-CHICAGO AND NEW YORK.

511-514 New Chamber of Commerce, Minneapolis, Minn.

CAIRO

H. L. Halliday Milling Co.

RECEIVERS AND SHIPPERS

CORN--WHEAT--OATS

CAIRO, :: ILLINOIS

MEMPHIS.

W. P. BROWN

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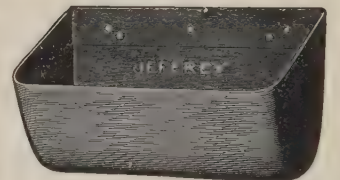
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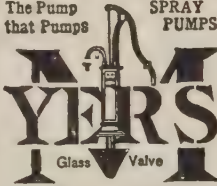
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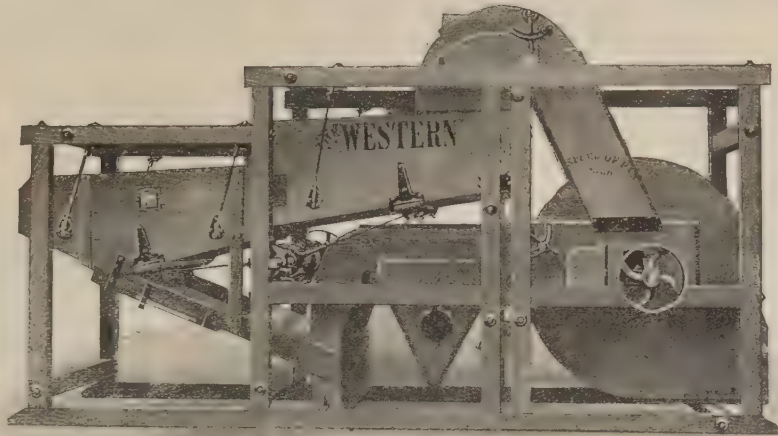
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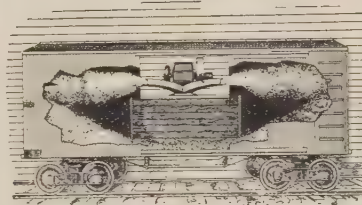
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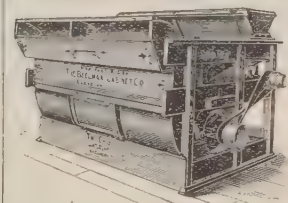
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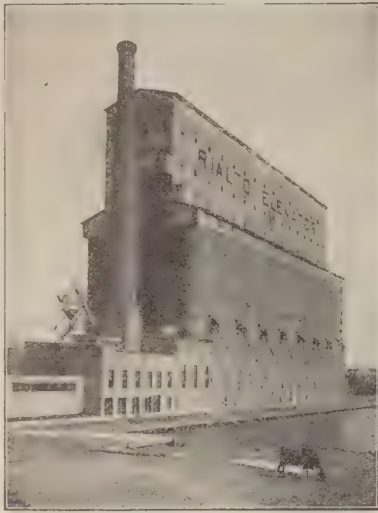
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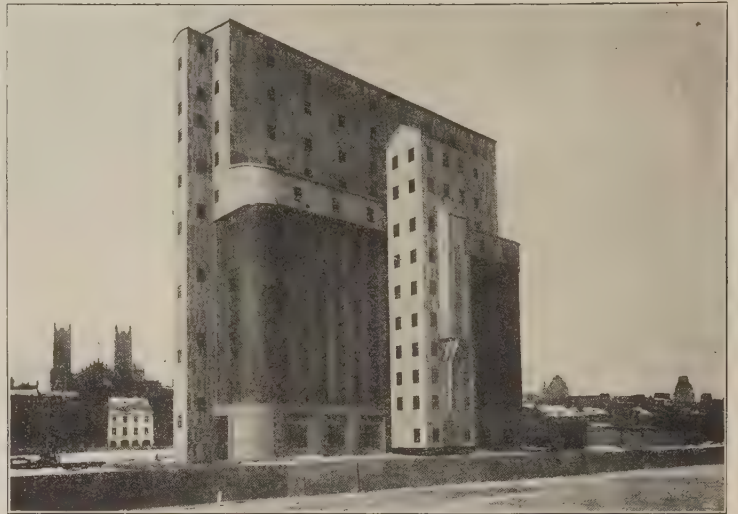
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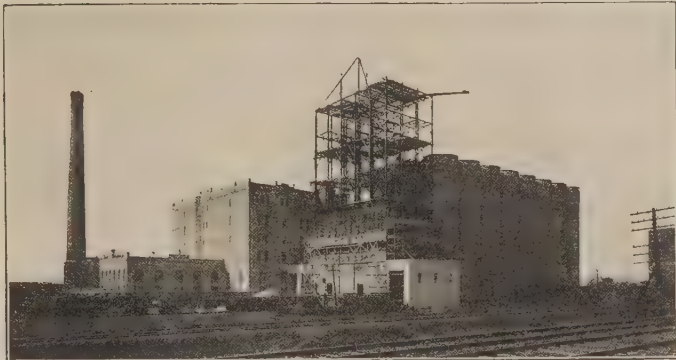
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BURLINGTON ELEVATOR, St. Louis, Mo.....	1,300,000
UNION ELEVATOR, East St. Louis, Ill.....	1,100,000
EXPORT ELEVATOR, Buffalo, N. Y.....	1,000,000
J. R. BOOTH ELEVATOR, Parry Sound, Canada.....	1,000,000
CHESAPEAKE & OHIO RAILWAY ELEVATOR, Newport News, Va.....	1,000,000
SOUTHERN PACIFIC TERMINAL CO.'S ELEVATOR, Galveston, Texas.....	1,000,000
BURLINGTON ELEVATOR, Peoria, Ill.....	500,000
CANADA ATLANTIC RAILWAY ELEVATOR, Coteau Landing, Quebec.....	500,000
HALLIDAY ELEVATOR CO.'S ELEVATOR, Cairo, Ill.....	500,000
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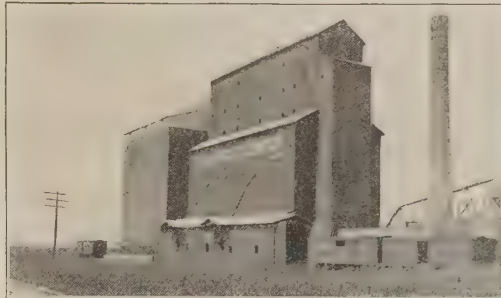
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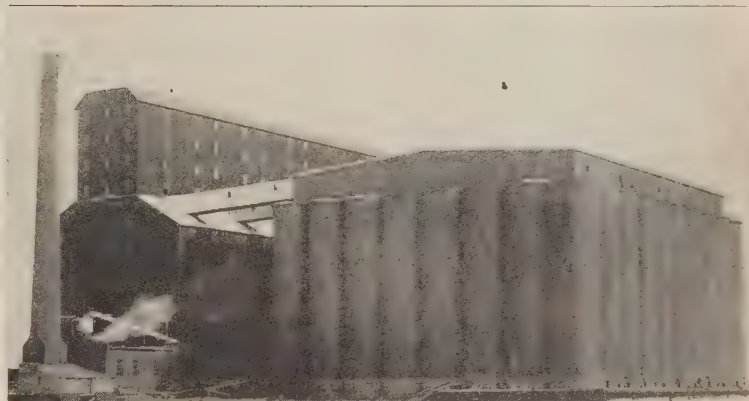
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C., St. P. M. & O. Ry. Co., Itasca, 1,125,000 bus.	Grand Trunk Elevator, Portland, Me., 1,000,000 bus.
Belt Line Elevator, Superior, 2,500,000 bus.	F. H. Peavey & Co., No. 1, 1,750,000 bus.
Superior Terminal, 2,500,000 bus.	Interstate Elevator, Minneapolis, 1,000,000 bus.
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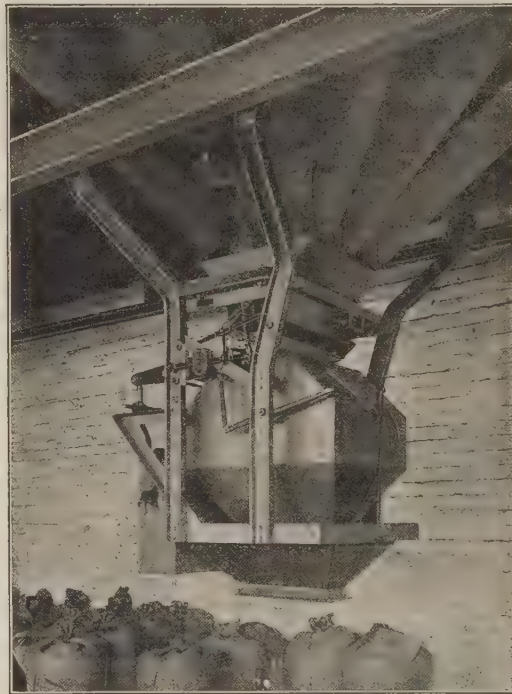
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Yours very truly,

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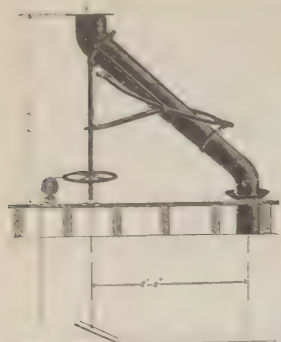
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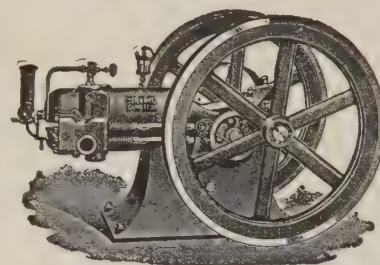
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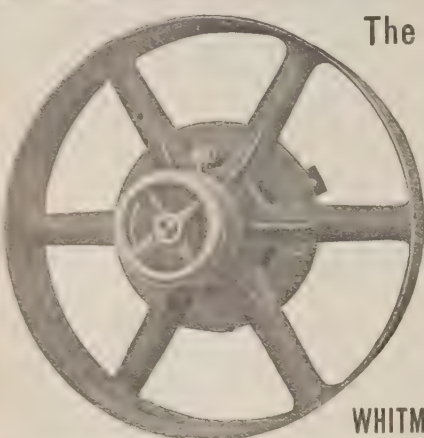
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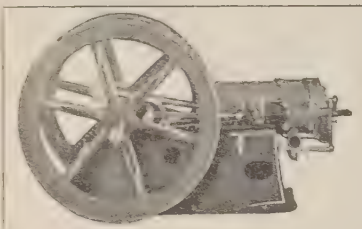
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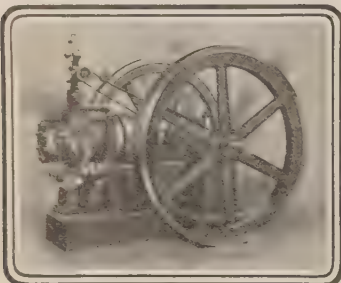


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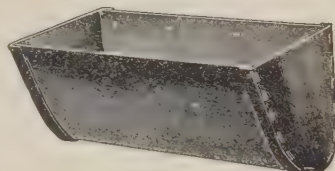
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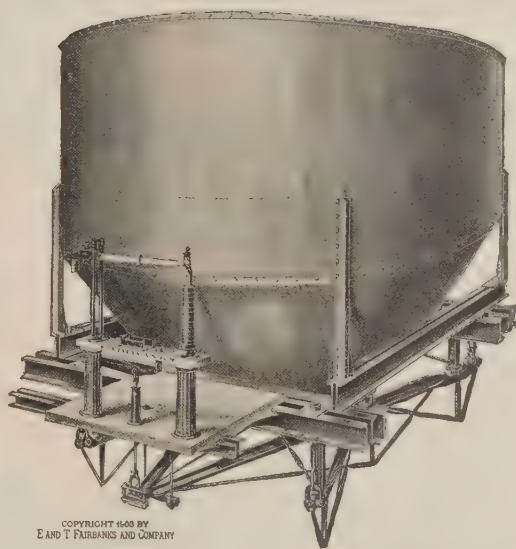
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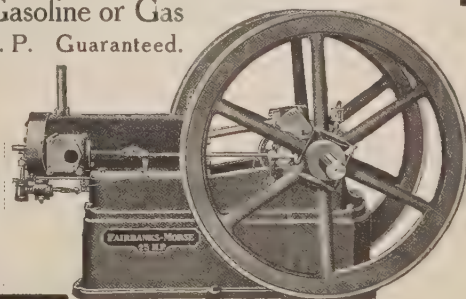
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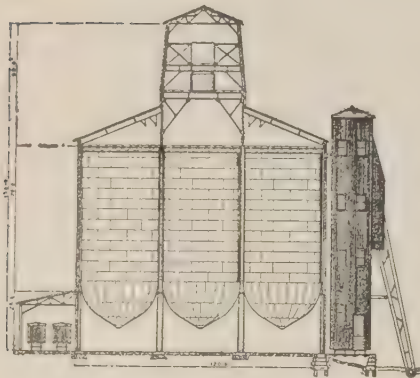
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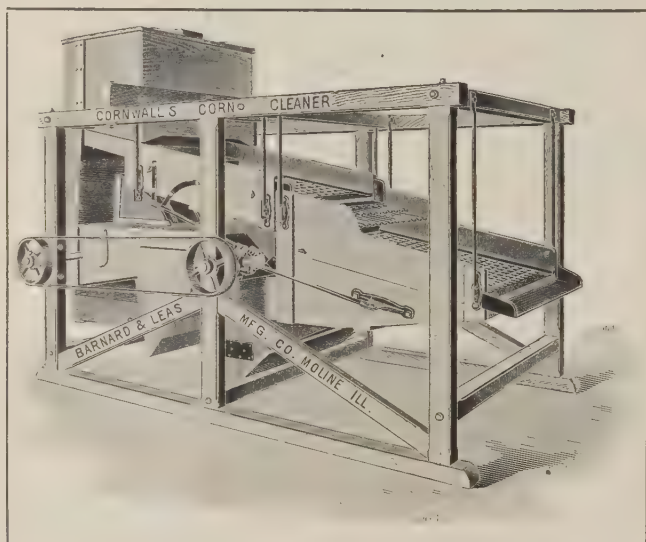
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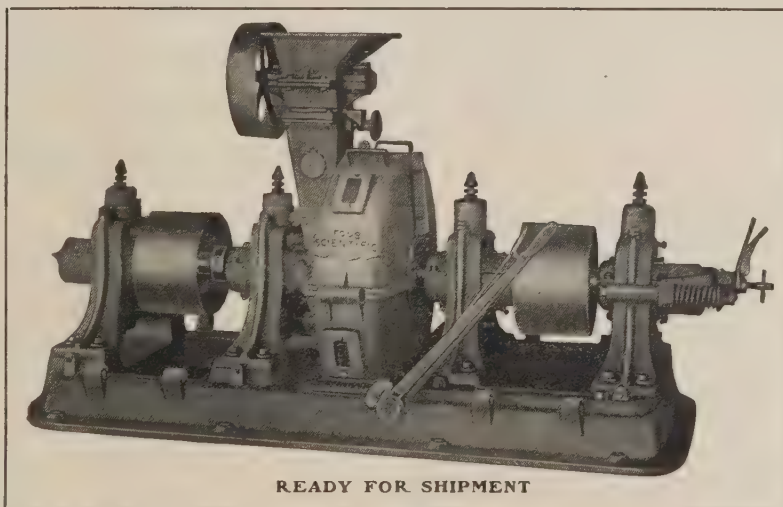
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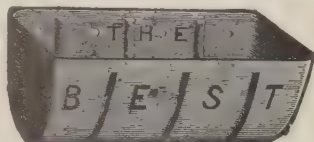
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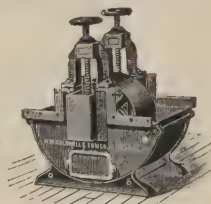
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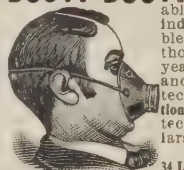
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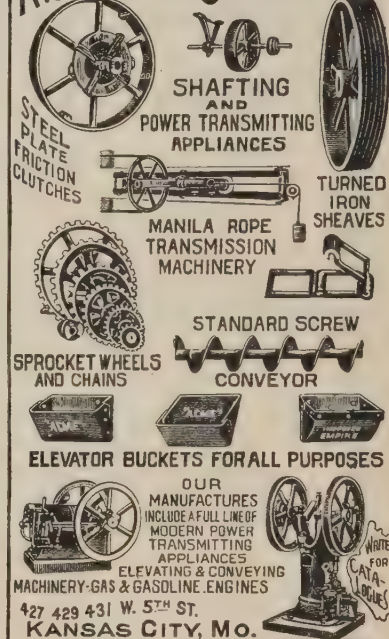


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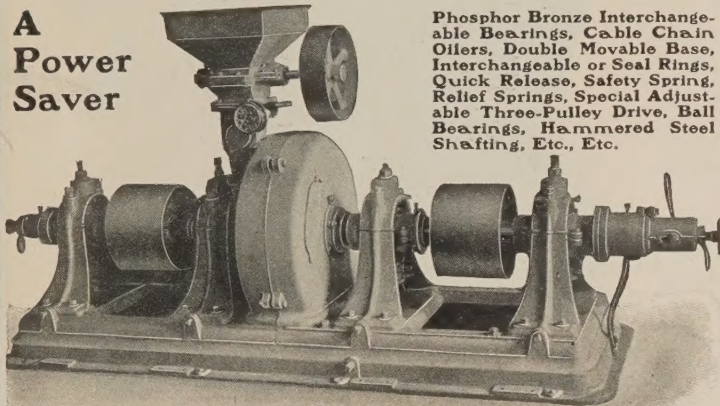
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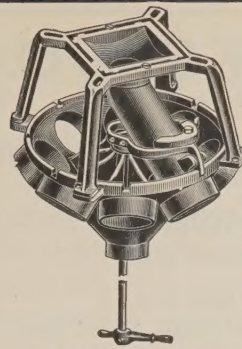
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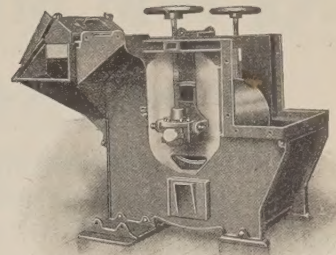
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PREVENTS fires started by chokes, mixing and spoiling grain in clearing chokes, mutilating cups, belts and shafts, caused by chokes. **SAVES** loss of time of men and plant incident thereto.

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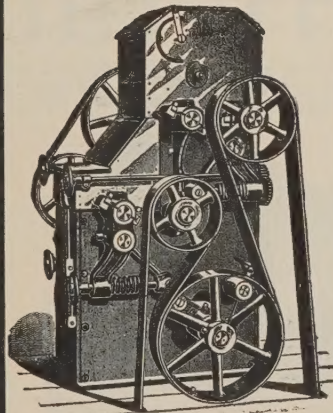
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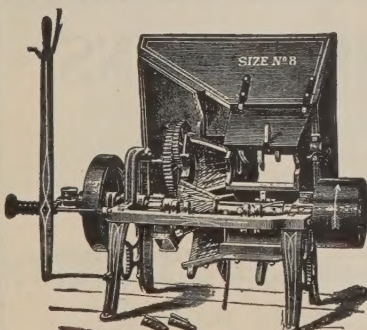
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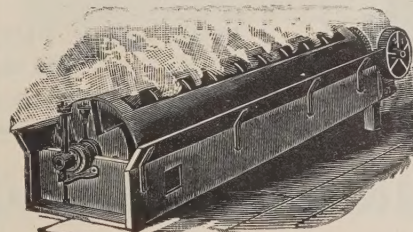
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It leaves the Wheat in Perfect Condition for the Rolls. Will also dry Malster's, Brewer's and Distiller's Wet Grain.

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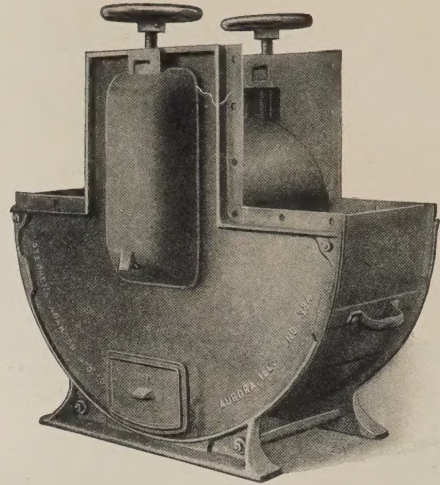
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Sprockets and Link Belting
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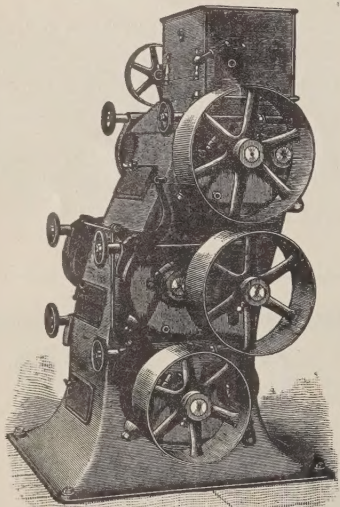
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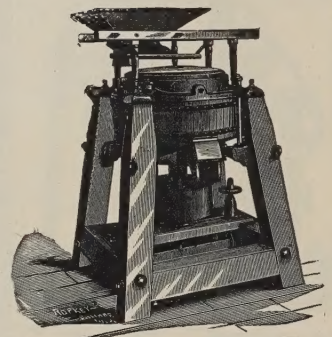
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PORTABLE FRENCH BUHR MILLS,

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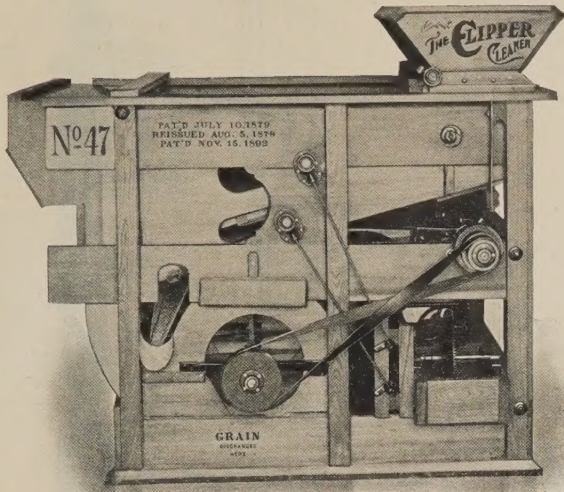
We manufacture Elevator Cups for all purposes, and make a greater number of sizes than found in any standard list. Our Cups have greater capacity than others of same rated size; for instance, our 3½x3 inch, list price 9c., has as much capacity as others 3½x3½ inch, list price 10c. Our prices are right.

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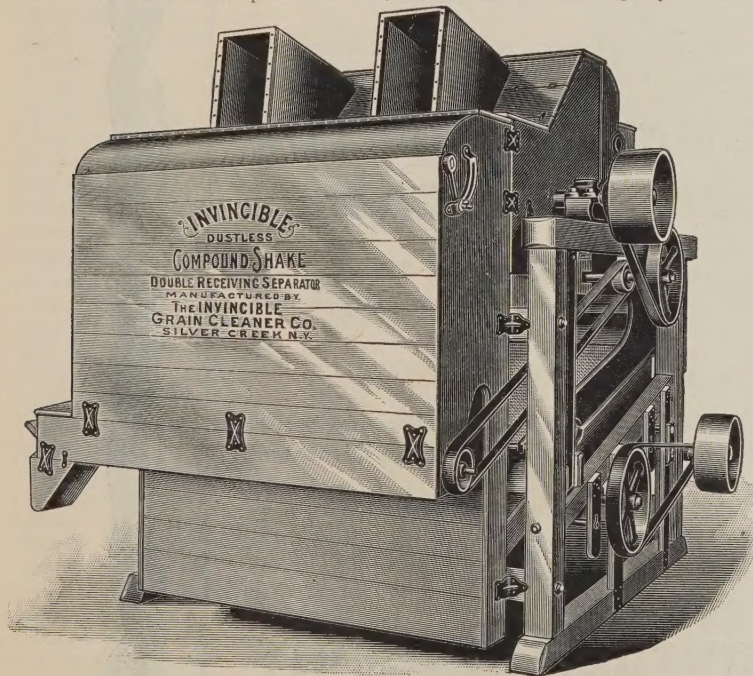
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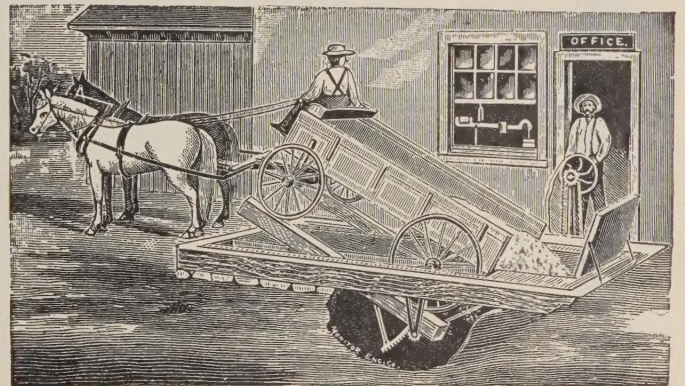
The INVINCIBLE Compound shake HIGH-GRADE Separators.
No shake, no tremble, run perfectly steady. Can be placed anywhere in the elevator.
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M. C. WOODWORTH.

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We thoroughly guarantee every "Monitor" machine and show our confidence in them by
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